URBAN/MUNICIPAL

CA4 ON HBL AOS
CSIT6
1987-

HAMILTON, ONT. COUNCIL
COMMITTEE AGENDAS -
TRANSPORT & ENVIRONMENT
COMMITTEE

November 16, 1987

CA4 ON HBL AO5
C51T6
1987

E. A. SIMPSON
CITY CLERK

K. E. AVERY
DEPUTY CITY CLERK

CITY HALL
HAMILTON, ONTARIO
L8N 3T4

THE CORPORATION OF THE CITY OF HAMILTON

OFFICE OF THE CITY CLERK

November 11, 1987

URBAN MUNICIPAL

NOV 17 1987

GOVERNMENT DOCUMENTS

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, November 16, 1987
2:00 o'clock p.m.
Room 233, City Hall

John Thompson, Acting Secretary

AGENDA:

NOTE: Delegation Portion of Meeting to Commence at 3:00 p.m.

1. **Minutes**

   (a) Adoption of Minutes of the November 02, 1987 meeting

2. **Manager of Purchasing**

   (a) Parking Enforcement Services - Traffic Department

3. **Director of Property**

   (a) Sale of Road Allowance - Beach Road West of Ottawa Street north to Dofasco Inc.

   (b) Land Acquisition for Walkway Connecting Fessenden and Gurnett Neighbourhoods.

4. **City Solicitor's Office**

   (a) Garbage Collection Agreement - 1049 Rymal Road East
   - Victoria Park Community Home Inc.

5. **Commissioner of Engineering**

   (a) Inadvertent Encroachment Agreement - 378 Bay Street North

   (b) Banner Display Applications

      i) Ontario Boat Shows - February 08, 1988 to February 15, 1988
      - March 14, 1988 to March 21, 1988

      ii) Football Hall of Fame Induction Committee
      - September 06, to September 19, 1988

(c) Proposed Alley Closure: North/South Between Province Street and Graham Avenue, from the East/West Alley to 18.28m South of Monterey Avenue.

(d) Proposed Upgrading of Lighting: Former Donn Avenue Bus Loop, Riverdale East Neighbourhood

(e) Temporary Street Closure: Depew Street, on December 20, 1987 Dofasco Inc. Christmas Party

(f) Incorporating Certain Lands into Carriagegate Drive

(g) Lancing Drive, Lot 6 and Lot 43, Plan M-227, Proposed Commutation by the City of Roadway and Curb Local Improvement Charge

(h) Proposed Road Allowance Closure - Beach Road

(i) Plan of Subdivision for "GREENHILL GARDENS, PHASE 3", Hamilton

(j) Plan of Subdivision for "KENORA GARDENS", Hamilton

(k) Plan of Subdivision for "HIGH RIDGE WEST", Hamilton

6. **Director of Traffic Services**

(a) South side of Bobolink Road, East of Meadowlark Drive - Extension of Existing School Bus Loading Zone

(b) North Side of Limeridge Road East, West of Leggett Crescent - Request for School Bus Loading Zone

(c) Apartment Building at No. 142 Caroline Street South - Application for Time Limit Exemption Permit

(d) Apartment Building at No. 95 Leeming Street - Application for Time Lime Exemption Permit

(e) The east side of Ray Street South between Jackson Street West and Main Street West - Parking Regulations

(f) North side of Forest Avenue between Walnut Street South and Ferguson Avenue South - Parking Regulations

(g) South side of Haymarket Street, east of Hughson Street South - Parking Regulations

(h) First Place (Jubilee Consultant Services), 350 King Street East, Suite 218 - Application for Boulevard Parking

(i) Intersection of Franklin Road and East 27th Street - Request for a School Traffic Officer

(j) Intersection of Upper Wellington Street and South Bend Road - Request for a School Traffic Officer

(k) Letter from Ms. Darlene McGrath - 4 Kinrade Avenue, Hamilton

(l) Cost Sharing Arrangements - New Traffic Operations Centre **(Information)**

7. **Bills**

(a) By-law to Widen Elmore Drive by Incorporating Therein Parts 10 and 11, Plan 62R-8311

8. **Delegations - 3:00 o'clock p.m.**

(a) Princess Street from Sherman Avenue to the East End, Proposed Construction of Finished Roadway and Curb (North Side Only)

(b) No. 25 East 19th Street - Reserved Parking Permit

(c) Letter from the President of St. Patrick's Parent Council

(d) Go Transit Service Expansion Program

9. **Other Business**

10. **Adjournment**

JT:mjw

Monday, November 2, 1987
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman V. J. Agro
Alderman P. Valeriano
Alderman P. Cowell
Alderman T. Murray

Also present: Mr. J. Pavelka, Director of Public Works
Mr. B. Court, Director of Street Operations
Mr. M. Main, Director of Traffic Services
Mr. G. Keenan, Real Estate Department
Mr. R. Meirs, Regional Transportation Department
Mr. G. Lake, Regional Laboratories
Sergeant F. Spadoni, Regional Police Department
Mrs. B. Price, Hamilton Safety Council Liaison
John Thompson, Acting Secretary

1. **Minutes**

October 5th Meeting - Adoption of Minutes

The minutes of the meeting of the Transport and Environment Committee held October 05, 1987 were adopted as circulated to the members.

2. **Director of Property**

(a) Sale of Road Allowance - Upper Horning Road Between Lots 54 and 55, Concession 3

Sale of Road Allowance - Upper Horning Road - Lots 54 and 55, Concession 3

As outlined in a report of the Director of Property dated October 21, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

That an Offer to Purchase executed by Charles Russell Almas and Shirley Maybrey for the Estate of Helen Adelaide Almas on the 15th day of October 1987 and scheduled for closing 60 days after the enactment of a by-law to stop up, close and sell the road allowance of Upper Horning, as shown as part of Part 2 on Plan 62R-7526, be approved and completed.

Note: This portion of the road allowance is triangular in shape, has a frontage along the westerly limit of Upper Horning Road and contains approximately 7 060 square feet (655.8m^2) more or less, shown as part of Part 2 on Plan 62R-7526. The purchase price of $12 000. is to be credited to Account No. 0208-02. A money order in the amount of $1 000. is being held by the Treasurer pending approval of this transaction.

(b) Extension of Closing Date - Sale - West Side Upper Wentworth South of Stone Church Road East

Extension of Closing Date - Sale - West Side Upper Wentworth South of Stone Church Road East

As outlined in a report of the Director of Property dated October 26, 1987, the Committee agreed to submit the following recommendation to City Council.

That approval be given to extend the closing dated from October 17, 1987 to December 7, 1987 for the sale of a surplus parcel of land on the west side of Upper Wentworth Street, south of Stone Church Road East, to Stonechurch Holdings Limited.

Note: This sale is conditional upon a rezoning of the subject parcel to allow townhouses in R-4 modified. An objection has been received to the zoning change and an O.M.B. hearing is to be scheduled.

3. Director of Public Works

(a) As outlined in a report of the Director of Public Works dated October 26, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

Public Works Department - 1987 - 1988 Winter Season - Contract Graders - Snow Clearing

(a) That for the 1987 - 1988 Winter Season, staff of the Public Works Department make every effort to operate all contract graders, that have been hired by the City of Hamilton and that are ready and available when required by the City of Hamilton for at least 100 hours.

(b) That provision for either stand-by time or "start-up" costs be included in the next tender for snow clearing.

Note: The Transport and Environment Committee and subsequently Council approved that staff approach the grader owners under contract with the City to obtain their written agreement to the following suggested modification to the contract:

"That an annual "start-up" cost of $2 000. per vehicle, is paid for each grader hired by the City of Hamilton, providing that the grader has not clocked 100 hours during the winter season and providing that the grader has been available and ready throughout the season when required by the City of Hamilton."

Seventeen letters were sent out to the grader owners:

6 responded favourably to the suggestion in writing	11 did not respond at at all

Some of the grader owners who did not respond at all, verbally advised that the City was being generous in its offer of considering "start-up" costs.

Considering that the majority of grader owners did not respond, staff have concluded that these grader owners must be willing to endure the existing arrangements. Consequently, it is reasonable to continue the existing arrangements without change for the 1987 - 1988 winter season.

The staff from the Streets Section are also of the opinion that as long as there is snow, the graders can be deployed so that if the equipment is ready and always available when required for the City, they will accrue 100 hours of operation throughout the winter season.

Garbage Collection Agreement - 800 Upper Paradise Road

(b) Garage Collection Agreement - 800 Upper Paradise Road

As recommended by the Director of Public Works, the Committee agreed to submit the following recommendation to City Council for approval.

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between the Corporation of the City of Hamilton and Empire Developments (Hamilton) Limited for the collection of garbage at 800 Upper Paradise Road.

Garbage Collection Agreement - 800 Upper Paradise Road

Note: This Agreement will require the Applicant to indemnify and save the City harmless against any loss and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be in an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

4. **City Solicitor**

Proposed Expropriation - Part of 163 Centennial Parkway

(a) Proposed Expropriation - Part of 163 Centennial Parkway

As outlined in a report of the Acting City Solicitor dated October 21, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

(a) That the Council of the Corporation of the City of Hamilton as Approving Authority under the Expropriations Act approve the Application for Approval to Expropriate part of Lot 27, Concession 2 in the former geographic Township of Saltfleet, land being part of 163 Centennial Parkway, designated as Part 1, Plan 62R-8672, for roadway and municipal purposes.

(b) The proposed expropriation is recommended for approval for the following reasons:

i) The land proposed to be expropriated is needed to establish a roadway and for municipal services;

ii) The location of the proposed roadway is in accordance with the approved neighbourhood plan.

Note: Pursuant to the provisions of the Expropriations Act, City Council, as expropriating authority, is required to consider the Inquiry Officer's Report and to decide whether to approve or not approve the proposed expropriation. A copy of the report dated September 4, 1987 has already been forwarded to all members of City Council under separate cover. The Inquiry Officer found the proposed expropriation was fair, sound and reasonably necessary pursuant to Section 7(5) of the Expropriations Act.

5. **Commissioner of Engineering**

Encroachment Agreement - 150 Locke Street South

(a) Encroachment Agreement - 150 Locke Street South

As outlined in a report of the Commissioner of Engineering dated October 21, 1987, the Committee agreed to submit the following recommendation to City Council.

That the application of Mr. R. A. Eby, on behalf of the present owner(s) of 150 Locke Street South, Westgate Congregation of Jehovah's Witnesses to erect and maintain the following encroachment consisting of a fabric awning; 1.2m by 3.69m and 2.44m above the sidewalk be approved during the pleasure of City Council, provided:

Encroachment Agreement - 150 Locke Street South

(a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(b) That a first year fee of $125. and subsequent annual fee of $35. be set for this privilege.

(c) That the Mayor, City Clerk and Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

(b) Banner Display Applications

As outlined in reports of the Commissioner of Engineering dated October 15, 1987 and October 19, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

That the following organizations be permitted to display a promotional banner across Main Street, in front of City Hall, subject to the policy guidelines and conditions approved by City Council on October 29, 1985 and September 30, 1986 on the dates indicated below and with the following messages.

	ORGANIZATIONS	DATES	MESSAGE
(a)	St. Joseph's Hospital	April 18/88 to April 25/88	"St. Joseph's Hospital 3rd Annual Golf Tournament Thursday, June 23/88"
(b)	St. Joseph's Hospital	May 16/88 to May 23/88	"A Special Event for St. Joseph"
(c)	Hamilton-Wentworth Roman Catholic Separate School Board	March 7/88 to March 14/88	"Hamilton-Wentworth Catholic Schools Science Fair

Banner Display - St. Joseph's Hospital - 3rd Annual Golf Tournament

Banner Display - St. Joseph's Hospital - Special Event

Banner Display - Hamilton-Wentworth Separate School Board - Science Fair

Note: Alderman Copps was recorded as opposed to the Banner Display Applications.

Mountable Curb Replacements

(c) Mountable Curb Replacements

The Committee was in receipt of a report of the Commissioner of Engineering dated October 15, 1987 recommending that consideration be given for the inclusion of $10 000. in the 1988 Current Budget for Mountable Curb Replacement on a "Complaint Received" basis.

The Committee agreed to table the report on Mountable Curb Replacements until such time as the 1988 Current Budget Estimates are considered by the Committee.

(d) Policy - Installation of Pedestals for Bell Canada and Cable TV Companies on the Road Allowance

Policy - Installation of Pedestals for Bell Canada and Cable TV Companies on Road Allowance

The Committee was in receipt of a report of the Commissioner of Engineering dated October 23, 1987 containing a policy respecting the installation of pedestals for Bell Canada and Cable TV Companies on the road allowance.

Alderman Murray inquired whether Bell Canada has the authority to lease to other utility companies and whether utility companies are required to repair landscaping features following work on the property.

Mr. David Powers of the City Solicitor's Office was in attendance and advised that Bell Canada has the authority to enter into easement agreements under the Federal Railway Act and has the right to sub-lease to other utility companies. He explained that it would be necessary to to examine publicly registered agreements to determine whether repair work must be carried out on the landscaping features of a property.

Following consideration and as outlined in a report of the Commissioner of Engineering dated October 23, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

That the following policy respecting installation of pedestals for Bell Canada and Cable TV Companies be approved:

(a) That Bell Canada and Cable TV Companies (utility companies) be permitted to install pedestals on the road allowance upon written permission being obtained from the Commissioner of Engineering for each location and subject to the following conditions:

i) That prior to permission being granted by the Commissioner of Engineering, the utility company notify the abutting owner in writing where pedestals are proposed. In the event the abutting owner has concerns which cannot be addressed by the utility company, then the Commissioner of Engineering shall assist in the discussions to alleviate the concerns.

ii) That the utility companies be required to install, at their cost, suitable landscaping features (bush, shrub) if requested by the abutting owner, to camouflage the pedestal.

(b) That in all cases, proposed pedestal locations shall be chosen upon consideration of the least visual impact on the abutting property.

Note: Aldermen Kiss, Copps and Murray were recorded as opposed to the recommendations of the Commissioner of Engineering.

(e) Rondar Inc. Application - Class 3 Site Approval for the PCB Dechlorination System - Hydro Transformers - Upper Gage and Seventh Avenue

Rondar Inc. Application - Class 3 Site Approval - PCB Dechlorination System - Hydro Transformers Upper Gage and Seventh Avenue

Mr. Norman C. Stewart, Division Manager, Rondar Inc. appeared before the Committee and gave a brief presentation on the 2 types and classes of PCB destruction. He also gave a brief overview of Rondar's chemical destruction process for PCB's.

Rondar Inc. Application - Class 3 Site Application PCB Dechlorination System Hydro Transformers Upper Gage and Seventh Avenue

Alderman Kiss expressed concern over the possibility of a chemical spill or mishap in a residential area. Mr. Stewart explained that Rondar's chemical destruction process has contingency plans to contain a spill. Alderman Kiss commented however that the mobile destruction unit should be located at least one mile from residential areas.

Following discussion, it was moved by Alderman Murray, seconded by Alderman Valeriano and carried that the following recommendation as outlined in a report of the Commissioner of Engineering dated October 26, 1987 be submitted to City Council for approval.

That Ministry of the Environment (M.O.E.) officials who assess the Rondar Inc. application submission for a Class 3 Site Approval for a PCB Dechlorination system in order to provide a service to Hamilton Hydro at its Transformer Station located at the corner of Upper Gage and Seventh Avenue be informed that the City of Hamilton has no objections to the Rondar Inc. request for approval, provided that all M.O.E. regulations concerning siting of the mobile processing unit, the collection and disposal of the process by-product, the Ministry's PCB Site (Class 2 and 3) Applicant Information Checklist, and all applicable City of Hamilton By-laws be complied with and adhered to fully.

Note: Alderman Kiss was recorded as opposed to this recommendation.

Street Lights and Sidewalks Thomas B. McQueston High Level Bridge

(f) Street Lights and Sidewalks - Thomas B. McQueston High Level Bridge

As outlined in a report of the Commissioner of Transportation dated July 13, 1987, the Committee agreed to forward the following recommendations to the Executive Committee for ratification.

(a) That approval be given to proceed with the rehabilitation of the street lighting and sidewalks on the Thomas B. McQueston High Level Bridge at an estimated cost of $155 000. as referenced in the 1987 portion of the 1987 - 1991 Capital Budget, as Project No. 37150.

(b) That the Commissioner of Engineering be authorized and directed to undertake this work on behalf of the City of Hamilton.

(c) That the Executive Committee be requested to recommend the amount and source of funds for this project.

Hamilton Perimeter Road - Phase 1 Report

(g) Hamilton Perimeter Road - Phase 1 Report

As outlined in a report of the Commissioner of Engineering dated October 29, 1987, the Committee agreed to recommend to City Council that the Planning and Development Committee, the Parks and Recreation Committee and the Finance Committee be requested to provide comments to the Transport and Environment Committee on the Phase 1 Report of the Hamilton Perimeter Road.

6. Director of Traffic Services

Parking Meter Enforcement on Saturdays - King Street East between Sanford Avenue and Stirton Street

(a) King Street East between Sanford Avenue and Stirton Street - Parking Meter Enforcement on Saturdays

The Committee was in receipt of a report of the Director of Traffic Services dated October 28, 1987 recommending that enforcement of the parking meter violations on Saturdays be resumed in the 2 block section of King Street East between Sanford Avenue and Stirton Street.

Parking Meter Enforcement on Saturdays - King Street East Between Sanford Avenue and Stirton Street

Alderman B. Hinkley and Mr. Bill Newman of Newman's Men's Wear, King Street East appeared before the Committee requesting that the Committee continue with the non-enforcement of parking meter violations on Saturdays on this section of street. Mr. Newman explained that the experiment regarding the non-enforcement of parking meter violations on Saturdays in this 2 block section which was conducted for a 6 month period was successful. He urged the Committee to continue with the non-enforcement of the parking meters.

Following consideration, it was moved by Alderman Valeriano, seconded by Alderman Agro and carried that the duration of the parking meters on both sides of King Street East between Sanford Avenue and Stirton Street be changed from 1 hour to 2 hours. Mr. Newman concurred with the Committee's decision.

Pedestrian Pathway/ School Traffic Officer - Lake Avenue and Delawana Drive

(b) Pedestrian Pathway/School Traffic Officer - Lake Avenue and Delawana Drive

As requested by Alderman Wheeler in a letter dated September 24, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(a) That the Director of Public Works be authorized and directed to install a 1.5m wide stone path on the east side of Lake Avenue between Huckleberry Drive and Delawana Drive.

(b) That the cost of this work, estimated at $5 000. be financed from Account No. 0352-0461 Paths and Walkways.

(c) That in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the School Traffic Officer which is presently situated at the intersection of Lake Avenue and Huckleberry Drive be relocated to the intersection of Lake Avenue and Delawana Drive.

Request for Loading Zone - North Side of Young Street, west of West Avenue South

(c) North Side of Young Street, West of West Avenue South - Request for Loading Zone

As outlined in a report of the Director of Traffic Services dated October 23, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(a) That a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Young Street commencing at West Avenue and extending to a point 57 feet westerly therefrom; and,

(b) That the City Traffic By-law 86-100 be amended accordingly.

Corner Clearance West Side of Connaught Avenue, South of Dunsmure Road

(d) West Side of Connaught Avenue, South of Dunsmure Road - Corner Clearance

As outlined in a report of the Director of Traffic Services dated October 26, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(a) That a "No Stopping" Corner Clearance be implemented on the west side of Connaught Avenue, commencing at Dunsmure Road and extending to a point 52 feet southerly therefrom; and

(b) That the City Traffic By-law 86-100 be amended accordingly.

Additional School Traffic Officer - Intersection of Quigley and Albright Roads

(e) Intersection of Quigley and Albright Roads - Additional School Traffic Officer

As outlined in a report of the Director of Traffic Services dated October 26, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

That in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a second School Traffic Officer be assigned to assist children crossing at the intersection of Quigley and Albright Roads.

Bills

(f) Bills

The Committee approved that the following Bills be presented to City Council for approval.

(a) By-law to Establish Part 1, Plan of Expropriation Registered as No. 396377 C.D. and to be named Milkyway Drive

(b) By-law to Close and Sell Ten Foot (10') Public Walkway Between Laird Drive and Locheed Drive

(c) Expropriation - Rymal Road West - for Roadway and Municipal Purposes

Adjournment

The meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

John Thompson, Acting Secretary
November 2, 1987

Typed by M. J. Walton

NOV 0 1987

7(a)

FOR ACTION

FROM J. Avery, Acting Manager of Purchasing

DATE 87.11.05

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. _____

Attention Of _____

Your File No. 3-5.1

SUBJECT - PARKING ENFORCEMENT SERVICES, TRAFFIC DEPARTMENT

RECOMMENDATION

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton), Hamilton for parking enforcement services for 1988, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

	Hourly Rate
Sergeant	9.38
Corporal	8.89
Commissionaires	8.48

NOTE: This represents a 3.3% increase over 1987 rates. Funds provided in Traffic By-Law Enforcement, Contractual Account #0345-0319.

J. Avery, Acting Manager of Purchasing

3(a)

THE CORPORATION OF THE CITY OF HAMILTON

NOV - 9 1987

FROM D.W.Vyce,Director of Property DATE 1987 November 6
Name & Title

FOR ACTION ☒X FOR INFORMATION ☐ File No. 21.1.25(4509)

TO: CITY COUNCIL ☐ (OR) TRANSPORT & ENVIRONMENT Committee ☒X

SUBJECT

Sale of Road Allowance - Beach Road
West of Ottawa Street north to Dofasco Inc.

RECOMMENDATION

That an Offer to Purchase executed by H. Graham Wilson, Vice-President and Secretary and Mr. Urmas Soomat, Assistant Secretary on behalf of Dofasco Inc., on October 23, 1987 and scheduled to close 60 days after the enactment of a by-law to stop up, close and sell the portion of the road allowance of Beach Road west of Ottawa Street North be approved and completed.

Note:

The subject parcel is part of the road allowance of Beach Road located 133 feet (40.5 metres) west of the limit of Ottawa Street North, having an average width of 20 feet (6.09 metres) by an average depth of 218 feet (66.4 metres) more or less, containing 4,057 square feet (376.8 square metres) more particularly described on Schedule B attached herewith. The purchase price of $11,177.00 is to be credited to account 0280-02. A certified deposit cheque in the amount of $1,000.00 is being held by the City Treasurer pending approval of this transaction.

The exact area of the subject parcel of land will be determined later through a survey prepared by the Purchaser. The final purchase price of the lands described herein is to be calculated by applying a rate of $120,000 per acre applied to the land being purchased as defined by the survey. This could result in an upward or downward adjustment to the approximate purchase price.

BACKGROUND - Page 2

BACKGROUND

Dofasco Inc. has applied for this closure to accommodate an extension of the existing Scale Pit Building. At the present time, Dofasco has an encroachment agreement with the City for their existing building for an area of 3,762 square feet. To accommodate the extension they require an additional 295 square feet. Rather than enter into another encroachment agreement for the additional lands required, it has been recommended that Dofasco apply for the subject closure to accommodate both the existing building encroachment and the proposed building extension. We therefore recommend approval of the sale of this road allowance to Dofasco Inc.

Attch.

c.c. - Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. J.R.G. Leach, Regional Commissioner of Engineering
  Attention: Mr. M. Chidley, Regional Surveyor
  Attention: Mr. C. Harason, Transportation Technologist

3(6)

THE CORPORATION OF THE CITY OF HAMILTON

FROM D.W.Vyce, Director of Property DATE 1987 November 2
Name & Title

FOR ACTION X ☐ FOR INFORMATION ☐ File No. ~~100.90.108(4503)~~

TO: CITY COUNCIL ☐ (OR) ~~TRANSPORT & ENVIRONMENT~~ Committee ☐ X

SUBJECT

Land Acquisition for Walkway connecting Fessenden and Gurnett Neighbourhoods

RECOMMENDATION

1. That an Option to Purchase in favour of the City in respect of the realty known as Municipal No. 128 Guildwood Drive, executed by Janet Dove and Helen Zurbrigg on October 24, 1987 and scheduled for closing on February 25, 1988, be accepted and completed.

   Note: The property under Option comprises a residential lot having a frontage of 50 feet on the northerly limits of Guildwood Drive by a depth of 150 feet, complete with semi-detached residential unit thereon.

   The purchase price is $126,650.00 the cost of which is to be charged against account #0408-X95056.

2. That an Option to Purchase in favour of the City in respect of the realty known as Municipal No. 332 Magnolia Drive, executed by Leslie Voros and Rosalie Voros on October 27, 1987, and scheduled for closing on June 24, 1988, be accepted and completed.

   Note: The property under Option comprises a residential lot having a frontage of 47.5 feet on the southerly limits of Magnolia Drive by a depth of 150 feet, complete with semi-detached residential unit thereon.

   The purchase price is $128,225.00, the cost of which is to be charged against account #0408-X95056.

Continued...

RECOMMENDATION - Continued...

3. That an Option to Purchase in favour of the City in respect of the realty known as Municipal No. 324 Magnolia Drive, executed by Hubert Oscar McLellan and Alice Bradford McLellan on October 27, 1987, and scheduled for closing on May 27, 1988, be accepted and completed.

   Note: The property under Option comprises a residential lot having a 50 foot frontage on the southerly limits of Magnolia Drive by a depth of 150 feet, complete with semi-detached residential unit thereon.

   The purchase price is $126,650.00 which is to be charged against account #0408-X95056.

BACKGROUND

Attached hereto is a plan describing the subject lands, authorized for acquisition by Council on October 13, 1987.

The four parcels indicated are required to provide a 20 foot walkway connecting the two neighbourhoods, geographically separated by the future Freeway. Upon establishing the walkway, the remaining portions of the four properties inclusive of their dwellings will be sold on the open market on the basis of their residual value.

On offering the properties for sale it will be implicit that the City will in due course be constructing an overhead walkway over the Freeway connecting Guildwood Drive to Magnolia Drive. We would expect that this factor will reflect on the market value of the properties described here.

We would draw to your attention that the decision to acquire the properties for this project was on the basis of all four properties, or none, as an overhead walkway could not otherwise be built. Notwithstanding this earlier decision, we are recommending acceptance of the three subject Options on the following considerations.

Continued...

BACKGROUND - Continued...

1. The Vendors have been waiting patiently for action in this regard since 1983 when the project was first considered. All owners are suffering the ongoing problem of trespass over their properties.

2. Two of the owners are elderly and anxious to conclude their transactions with the City.

3. The fourth property owner, though not opposed to selling, is not prepared to transact with the City at this time in the absence of his spouse who is out of the Country for six months or so.

4. The preclusion of the fourth parcel from the assembly would not preclude immediate creation of the walkway which could be confined to ten feet at this point. There would be ample time to acquire the final ten feet before same would be required for the overhead structure. This could be a number of years in the future.

Attch.

c.c. - Alderman D. Ross

- Alderman T. Murray

- Mr. L. Sage, Chief Administrative Officer

- Mr. K.A. Rouff, City Solicitor

- Mr. E.C. Matthews, City Treasurer

- Mr. M. Chidley, Regional Surveyor

- Mr. J. Pavelka, Director of Public Works

I.D. #0043D (1)

5(a)

FOR ACTION

FROM Department of Engineering

DATE November 3, 1987

TO Transport & Environment Committee

Refer to File No. T103-50(609)

Attention Of C. Harason

Your File No. 3-11.5

SUBJECT

INADVERTENT ENCROACHMENT AGREEMENT
378 Bay Street North

RECOMMENDATION

That the application of Mr. E. Fisher, on behalf of the present owners(s) of 378 Bay Street North, Elizabeth Fisher, to retain the following inadvertent encroachment consisting of a wooden veranda, 0.72m by 6.10m and concrete walkway and steps, 3.25m by 0.91m, be approved during the pleasure of City council, provided:

1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

2. That a first year fee of $125.00, and subsequent annual fee of $20,00 be set for this privilege.

3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

J.R.G. Leach
Commissioner of Engineering

Cont'd...

INADVERTENT ENCROACHMENT AGREEMENT
378 Bay Street North

BACKGROUND

The existing roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encorachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CH/ma

cc: L. Farr, City Solicitor's Dept.

I.D. #0043D (11)

5(b)i

FOR ACTION

FROM Department of Engineering DATE October 28, 1987

TO Transport and Environment Committee Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application
February 8, 1988 to February 15, 1988 and
March 14,.1988 to March 21, 1988

ORIGIN

We have received the attached applications from "H. Tanner, on behalf of the Ontario Boat Shows" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Ontario Boat Shows" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from February 8, 1988 to February 15, 1988, and March 14, 1988 to March 21, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following messages:

"Power Boat Show - February 8, 1988 - February 15, 1988"

"Hamilton Sail Boat Show - March 18, 1988 - March 20, 1988"

J. R. G. Leach
Commissioner of Engineering

CH:sw
Attach.

cc: H. Reinhold, Department of Public Works

I.D. #0043D (23)

5(b)iii

FOR ACTION

FROM Department of Engineering DATE November 3, 1987

TO Transport and Environment Committee Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application
September 6, 1988 to September 19, 1988

ORIGIN

We have received the attached application from the "Football Hall of Fame Induction Committee" requesting permission to display a promotional banner across Main Street, in front of City Hall.

In order to promote the 25th anniversary of the Football Hall of Fame, Alderman R. Wheeler, Chairman, has requested that the banner be displayed for a two week period instead of the usual one week period.

RECOMMENDATION

That the "Football Hall of Fame Induction Committee" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from September 6, 1988 to September 19, 1988 subject to the policy guidelines and conditions approved by Council on October 29, 1987 and September 30, 1986, with the following message:

Canadian Football Hall of Fame welcomes Hall of Famers and 1988 Inductees.

J. R. G. Leach
Commissioner of Engineering

CH:sw
Attach.

cc: H. Reinhold, Department of Public Works

NOV 6 1987

5(c)

I.D. #0043D (14)

F O R A C T I O N

FROM Department of Engineering DATE October 30, 1987

TO Transport & Environment Committee Refer to File No. T103-03(221)

Attention Of C. Harason

Your File No. 3-11.9.3

SUBJECT

Proposed Alley Closure: North/South Between Province Street and Graham Avenue, from the East/West Alley to 18.28m South of Monterey Avenue.

RECOMMENDATION

A.

(1) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act R.S.O. 1980, for an order to stop-up and close the "north/south alley between Province Street and Graham Avenue, from the east/west alley to 18.28m south of Monterey Avenue".

(2) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

(3) That the documentation regarding the application to the District Court Judge be prepared by the applicant, to the satisfaction of the City Solicitor and that the applicant be responsible for all fees payable in District Court.

(4) That the Applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s), and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.

(5) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

Cont'd ....

Proposed Alley Closure: North/South Between Province Street and Graham Avenue, from the East/West Alley to 18.28m South of Monterey Avenue.

Cont'd ....

(6) That the Director of Property be authorized to proceed with the disposition of the subject lands to the abutting owner(s).

Provided the Judge's Order to close the highway is granted:

B.

(1) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

(2) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the City's intention to pass the by-law.

J. R. G. Leach
Commissioner of Engineering

ORIGIN

We have received a request from Mr. W. N. Fluke, representing the abutting owners to close the subject alley, as shown on the attached drawing.

BACKGROUND

The present alley system in the block, bounded by Monterey Avenue, Province Street, Graham Avenue and King Street is "T" shaped, with openings onto Monterey Avenue, Province Street, and Graham Avenue. Parts of the subject alley have been illegally blocked off by the abutting residents with the exception of the three residents at the north end of the alley. This part will remain open for use by the abutting residents.

ANALYSIS

We have circulated notice of closure to the affected municipal departments, public utilities and no objections to this request were received.

Cont'd ....

Proposed Alley Closure: North/South Between Province Street and Graham Avenue, from the East/West Alley to 18.28m South of Monterey Avenue.

Cont'd ....

CONCLUSION

Since the Transport & Environment Committee has received an application from an abutting owner to close the southerly part of the alley, and since the requested area is effectively blocked off to vehicular traffic, we have no objection to this closure request.

CH:mm

c.c. L. Farr, Office of the City Solicitor
c.c. Alderman G. Copps
c.c. Alderman D. Christopherson

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Transportation
(ROADS) 71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4277
(TRANSIT) 18 Wentworth St. N., Hamilton, Ont. L8L 5V1 (416) 527-4441

FILE No. 03-07(221)
X-REF
LETTER No.
DEPT. OF TRANSPORTATION
JUN 15 1987

DIRECTOR		ANS. BY
PROJECT PLNG.		
ROAD PROGRAM	✓	REF. TO
CUSTOMER SERVICE		
		FILED BY

ID # 1337D

ROAD ALLOWANCE CLOSURE APPLICATION FORM

Applicants Name: WALTER N. FLUKE

Address: 173 PROVINCE ST. S.

Telephone No.: 549-4781

Date of Application: JUNE 5, 1987

Agents Name:

Address:

Telephone No.:

Name of Proposed Road Allowance Closure:

~~From:~~ PUBLIC UNASSUMED ALLEY BETWEEN GRAHAM AVE. S. AND ~~To:~~ PROVINCE ST. S., RUNNING SOUTH FROM MONTEREY TO REAR OF PROPERTIES ON KING ST. E.

Please indicate in the space below your comments or reasons why you are applying for this closure.

MOST OF THE AFFECTED RESIDENTS ARE IN FAVOUR OF CLOSING THIS ALLEY MAINLY FOR THE IMPROVED SECURITY. (WE HAVE HAD WINDOW BREAKAGE AND LOSS OF GARDEN FURNITURE). THE ALLEY IS NO LONGER USED BY LOCAL RESIDENTS, AND APPEARS ONLY TO BE USED BY TRANSIENTS, INCLUDING SCHOOL CHILDREN.

Receipt No. 56618 870615

208

Please enclose your cheque for ~~$200.00~~, payable to the Regional Treasurer with this application. In the event that your application for closure is withdrawn prior to Committee submission, $100 will be returned to the applicant.

No refund is provided after submission of application to the Committee.

Please contact Mr. C. Harason at 526-4279 regarding this application.

acct no 0319-5312

FILE No. T103-03(221)
X-REF
LETTER No.
DEPT. OF TRANSPORTATION
JUL - 8 1987
DIRECTOR | ANS. BY
PROJECT PLNG.
ROAD PROGRAM | REF TO
CONSUMER SERVICE
FILED BY

173 Province St. S.
Hamilton Ont. L8K 2L4
July 7,1987

The Corporation of the
City of Hamilton,
Real Estate Div. Property Dept.

Subject: Request for Alley closure between Graham Ave. S. and Province St. S.
File No.T103-03 (221).

Dear Mrs. Cipriani:

With reference to your letter of June 29, 1987 regarding the "established cost" for residents to purchase the above alleyway, we wish to inform you that this amount is considered too high.

The purpose of this alley closure is mainly directed at an improved security for the neighbourhood and the eventual end to an eyesore. The residents are already faced with an average expense of approximately $150 each, for legal, surveyer and city costs plus a proposal to construct a common central fence for the length of the alley, at an estimated additional cost of $70 each.

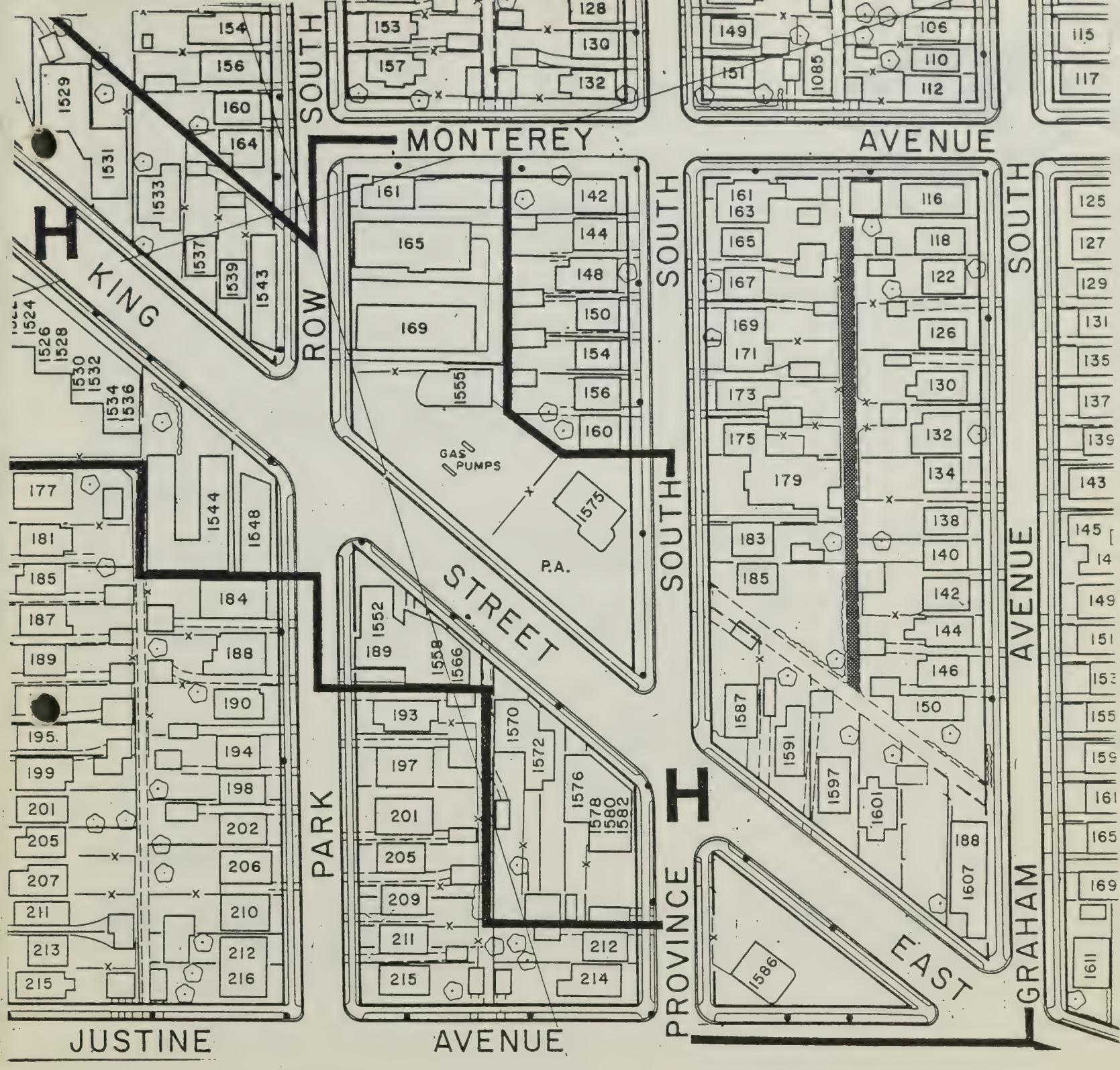
It was only after consideration of these costs did we finally proceed with the application, unaware of the new legislation. This plan was initiated last fall with the formation of a 4 resident steering committee. A request was made to the city for the necessary instruction sheets and application forms for alley closure. These forms were received from Mr.J.G. Pavelka with his letter of Nov. 5, 1986. At that time nothing was found to indicate that the City would be selling us this unattended and unused strip of land.

Residents of this neighbourhood include five widows who either do not wish to participate or cannot afford these costs so, the remaining residents were somewhat prepared to carry the total cost. However now that we are faced with this unexpectd, and rather unfair cost the whole plan is now in jeopardy.

Yours Truly,
Walter N. Fluke

Walter N. Fluke.
(549 4781)

c.c- Alderman G. Copps
- Mr. C. Harason



AREA OF ALLEY CLOSURE

I.D. #0043D (21)

NOV 16 1987

5(d)

F O R A C T I O N

FROM Department of Engineering DATE November 3, 1987

TO Transport and Environment Committee Refer to File No. E560-20

Attention Of R. P. Meiers

Your File No. 3-11.2

SUBJECT

Proposed Upgrading of Lighting,
Former Donn Avenue Bus Loop, Riverdale East
Neighbourhood

RECOMMENDATION

1. That Hamilton Hydro be directed to install three additional luminaires on the former Donn Avenue bus loop.

2. That the cost of this work estimated at $1500 be charged to Account # 0352-1019 - Street Lighting.

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

On September 6, 1987, the Hamilton Street Railway (HSR) ceased operating buses in the Donn Avenue bus loop. Transit riders who previously boarded the bus at the north end of the loop in the vicinity of Highridge Avenue are now required to walk to Queenston Road to board the bus.

Cont'd...

Proposed Upgrading of Lighting,
Former Donn Avenue Bus Loop, Riverdale East
Neighbourhood

The lighting levels which were adequate for the operation of trolley buses should be replaced to meet the City Standards. The proposed upgrading would involve the installation of three sodium luminaires on the existing HSR poles to replace the existing mercury vapour lights. The power for the lights is provided by the Stoney Creek Hydro-Electric Commission. The HSR have agreed to continue to pay for the energy costs for these lights until such time as the road is constructed by the City of Hamilton to connect Bow Valley Drive to Queenston Road. The road construction is tentatively scheduled for 1988. Hamilton Hydro will arrange for the roadway to be properly lit at that time.

RPM:sw

cc: H. O. Schweinbenz,
Commissioner of Transportation

cc: E. C. Mathews,
City Treasurer

cc: Stoney Creek Hydro-Electric Commission
P.O. Box 9220
Stoney Creek, Ontario
L8G 3Y2
Att: Ms. K. Kool

cc: H. H. E. S.
55 John Street North
Hamilton, Ontario
L8N 3E4
Att: I. Collins, P. Eng.

cc: Alderman R. Wheeler

I.D. #0043D (1)

5(c)

FOR ACTION

FROM Department of Engineering

DATE October 27, 1987

TO Transport & Environment Committee

Refer to File No. T103-23(5)

Attention Of

Your File No. 3-11.9.1

SUBJECT

Temporary Street Closure,
Depew Street, on December 20, 1987
Dofasco Inc. Christmas Party

RECOMMENDATION

That the application of Dofasco Inc., to temporarily close Depew Street, between Burlington St. and Gertrude St., on December 20, 1987, from 8:00 a.m. to 5:00 p.m. to facilitate their Annual Christmas Party be approved, subject to the following conditions:

1. That the applicant obtain "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control, will be subject to the direction of the Regional Police Department, and at the expense of the organizing group.

2. Clean-up of the street will be carried out immediately following the event at the expense of the organizing group.

3. The organizing group shall provide public liability insurance in the amount of $1,000,000 naming the City as an added insured party with a provision for cross liability and shall hold the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses, and loss.

4. No resident within the barricated area will be denied access to their residence, upon request.

J.R.G. Leach
Commissioner of Engineering

Cont'd...

Temporary Street Closure,
Depew Street, on December 20, 1987

ORIGIN

An application has been received from Mr. H.C. Ireland, on behalf of the "Dofasco Inc.", for permission to temporarily close Depew St. on December 20, 1987, to facilitate vehicular Traffic access to their Annual Christmas Party.

EXISTING POLICY

Although there is no written policy, it has been Council's practice to approve such requests, provided that there is no cost to the City as a result, and the events are under the supervision of the Regional Police.

/ma

cc: Staff Sgt. E.Williams, Regional Police Department
cc: J.G. Pavelka, Director, Department of Public Works
cc: M. Main, Director, Traffic Services
cc: Alderman, P. Valeriano
cc: Alderman, P. Hinkley

20 Dec. 87

Hamilton-Wentworth Regional Police **TEMPORARY STREET CLOSURE APPLICATION**

S.T. WATT.

FILE #: .....

OCT 1987

CONDITIONS

1 BARRICADING, SIGNING AND TRAFFIC CONTROL ARE SUBJECT TO THE DIRECTION OF THE POLICE.
2 ALL EXPENSES ASSOCIATED WITH BARRICADING ETC. ARE THE RESPONSIBILITY OF THE ORGANIZING GROUP.
3 THE ORGANIZING GROUP WILL BE RESPONSIBLE FOR CLEAN UP OR EXPENSE OF CLEAN UP.
4 PROOF OF PUBLIC LIABILITY INSURANCE IN THE AMOUNT OF $1,000,000.00 MUST BE PRESENTED TO THE COMMISSIONER OF ENGINEERING, REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH, 71 MAIN ST.W.HAMILTON, ONT. L8N 3T4 526-4279
5 PARADES, PROCESSIONS ETC. ARE SUBJECT TO INTERRUPTION TO PERMIT PASSAGE OF VEHICLES WHEN REQUIRED FOR THE PROPER AND ORDERLY CONTROL OF TRAFFIC.
6 APPLICATIONS MUST BE SUBMITTED A MINIMUM OF ONE MONTH PRIOR TO THE EVENT.

ORGANIZATION: DOFASCO INC.			
AGENT: H.C. IRELAND	AGENT'S ADDRESS: P.O. BOX 460, HAM. ONT. L8N 3J5		
TELEPHONE (RES)	TELEPHONE (BUS): 548-4105	DATE FILED BY: OCT. 6. 1987	SIGNATURE: H.C. Ireland

TYPE OF FUNCTION	NUMBER OF BANDS	NUMBER OF PARTICIPANTS	NUMBER OF VEHICLES	OTHERS (HORSES ETC.)

FUNCTION TO COMMENCE — LOCATION		DATE: Dec 20/87	TIME: 8:00 am - 5:00 pm
FUNCTION TO TERMINATE — LOCATION		DATE: Dec 20/87	TIME: 5:00 pm

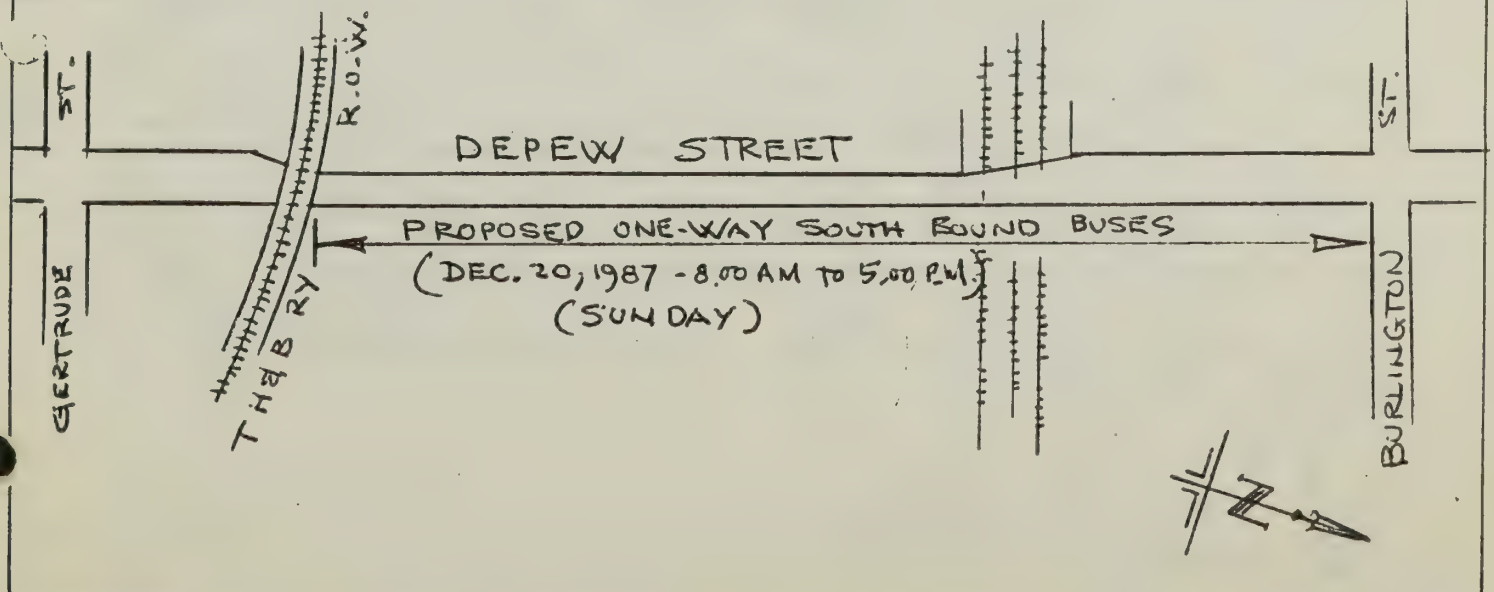
ROUTE: AS PER ATTACHED. (BUS ROUTE PLAN)

DOFASCO INC. CHRISTMAS PARTY
SUNDAY DECEMBER 20, 1987
8.00 A.M. TO 5.00 P.M.

COPIES OUT 11/04/87

MARCH PAST INCLUDED	LOCATION OF SALUTING BASE	CENOTAPH SERVICE	APPROXIMATE DURATION OF SERVICE
☐ YES ☐ NO		☐ YES ☐ NO	

MAP



DATE NOTIFIED	REGIONAL ENGINEERING	HAMILTON STREET RAILWAY	DUTY INSPECTOR	COMMUNICATIONS

A PERMIT IS HEREBY GRANTED FOR THE ABOVE APPLICATION SUBJECT TO THE CONDITIONS AS OUTLINED

THE CORPORATION OF THE CITY OF HAMILTON

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4

FILE NO. .....
LETTER NO. .....
DEPT. OF ENGINEERING
OCT 22 1987
R.. ..
ENV. S.. BY
ENG. ..
TRAF. ✓ ANS. BY
REG. SURV. FILED BY
LAB
OTH.

RESPONSE FORM

SPECIAL EVENTS ON THE ROAD ALLOWANCE

DATE: 1987 Oct 19

TO: J. G. R. Leach
Commissioner of Engineer
Attention: Mr. G. S. Aston

EVENT: DOFASCO INC. CHRISTMAS PARTY
DESIGNATING DEPEW AS ONE-WAY

DATE OF EVENT: 1987 DEC 20

We have reviewed the above proposed event with respect to the potential traffic congestion or undue delay to roadway traffic, and on the basis that the safety of the participants of the event on or adjacent to the road allowance is the responsibility of the organizers and participants.

It is our understanding that the Regional Police Department will be undertaking any arrangements as may be necessary with respect to traffic control for this event.

On this basis, our comments concerning the proposed use of the roadways inside the City of Hamilton in connection with the above-mentioned event are as follows:

Due to the technicalities of designating and officially signing Depew St. as a one-way street for 1987 Dec. 20 between 8 a.m. and 5 p.m. it is recommended that Deprew Street be closed to traffic between Burlington and Gertrude during the above hours and that the police only allow southbound buses on Depew Street.

Yours truly,

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

MP/sb

I.D. #0043D (63)

5(61)

F O R A C T I O N

FROM Department of Engineering DATE Novmeber 4, 1987

TO Transport & Environment Committee Refer to File No. S610-03

Attention Of H. M. Smith

Your File No. _____

SUBJECT

Incorporating Certain Lands Into Carriagegate Drive

RECOMMENDATION

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 17, Plan 62M-479 into Carriagegate Drive (the said Block 17 being shown in heavy outline on Hamilton-Wentworth Region Plan RAH-402.

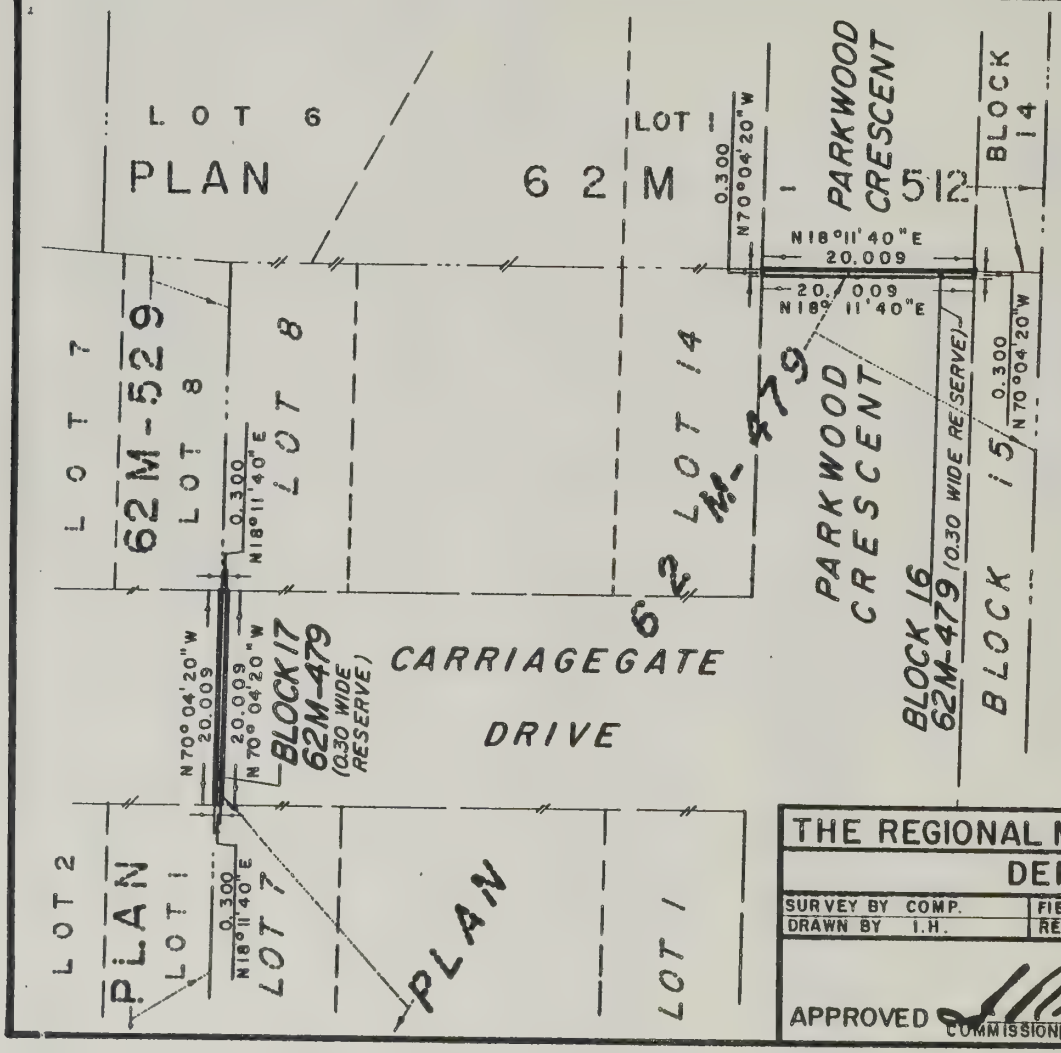
J. R. G. Leach
Commissioner of Engineering

BACKGROUND

The City of Hamilton is the owner of Block 17 and it is necessary that it be incorporated in Carriagegate Drive to provide access to the subdivision to the north (commonly known as Park Plaza Addition) registered as Plan 62M-529.

All costs for services have been paid to both the City of Hamilton and the Regional Municipality of Hamilton-Wentworth.

HMS:mc



SKETCH TO ILLUSTRATE DESCRIPTION
OF
BLOCKS 16 & 17, 0.300 RESERVE
SHERMAN OAKS (PHASE 3)
PLAN 62 M-479
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORTH

SCALE = 1:500

5m 0 5 10 20m

M. A. CHIDLEY - O.L.S.
1987.

BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE EASTERLY LIMIT OF PARKWOOD CRESCENT ON A COURSE OF N18°11'40"E AS SHOWN ON PLAN 62M-479.

THIS IS NOT A PLAN OF SURVEY O. REG. 564/80 S. 21 PART.

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING

SURVEY BY COMP.	FIELD BOOK	FILE No.	DATE OCTOBER 1987.
DRAWN BY I.H.	REF. DWG.		CHECKED BY H.S.

APPROVED J.B. Leach
COMMISSIONER OF ENGINEERING

REGIONAL SURVEYOR M.A. Chidley O.L.S.

PLAN No. RA-H-402 SURVEYS

5(9)

I.D. #0043D (1)

FOR ACTION

NOV 1 1 1987

FROM Department of Engineering

DATE November 9, 1987

TO Transport & Environment Committee

Refer to File No. T104-10

Attention Of R.P. Meiers

Your File No. 3-11.2

SUBJECT

Lancing Drive, Lot 6 and Lot 43, Plan M-227,
Proposed Commutation by the City of Roadway and Curb Local Improvement Charge.

RECOMMENDATION

1. That the City commute a portion of the Lancing Drive roadway and curb local improvement charge attributable to Lots 6 and 43, Plan M-227, Hamilton Mountain Industrial Park #1 in the amount of $3,766.02 so that the owner's portion of the charge will reflect only the portion of roadway and curb actually constructed.

2. That the Executive Committee be requested to recommend the method of financing this commutation:

J.R.G. Leach
Commissioner of Engineering

Cont'd...

Lancing Drive, Lot 6 and Lot 43, Plan M-227,
Proposed Commutation by the City of Roadway and Curb Local Improvement Charge

BACKGROUND

On April 29, 1980, City Council in adopting Item 7 of the 7th Report of the Traffic and Engineering Committee, approved the construction of a finished roadway and curb on Lancing Drive from 76m west of Nebo Road to the east end of Lancing Drive at a gross cost of $160,000 with an estimated owner's share of $47,534.79 and a City's share of $112,465.21. These estimates were based on frontages for Lot 6 and Lot 43 of 60.21m (197.53') each. However, due to the topography of the site, a decision was made to construct only 32.92m (108') of finished roadway and curb.

Since these lots may be sold by the City, it would be expedient to reduce the owner's portion to reflect the actual frontage for the roadway and curb constructed by the City.

FINANCIAL CONSIDERATIONS

The total frontage for Lot 6 and Lot 43 is 120.42m and the cost attributable to the total frontage is $8,308.98. The roadway and curb was constructed on an actual frontage on both sides of 65.84m and the owner's portion should therefore be $4,542.96.

Therefore the portion which should be commuted by the City is $3,766.02.

RPM/ma

cc: E.C. Matthews, City Treasurer

I.D. #0043D (17)

5(4)

F O R A C T I O N

FROM Department of Engineering DATE November 2, 1987

TO Transport & Environment Committee Refer to File No. T103-03(229)

Attention Of C. Harason

Your File No. 3-11.9.2

SUBJECT

Proposed Road Allowance Closure - Beach Road
"An irregular parcel of land located approximately 133 ft. west of the west limit of Ottawa Street North having an average width of 20.00+ ft., an average length of 218.00± ft. and an area of 4057± sq. ft. totalling approximately 0.090 acres."

RECOMMENDATIONS

(1) That the City Solicitor be directed to prepare a By-Law for the stopping-up, closing and sale, of a parcel of land on Beach Road being "an irregular parcel of land located approximately 133 ft. west of the west limit of Ottawa Street North having an average width of 20.00+ ft., an average length of 218.00± ft. and an area of 4057± sq. ft. totalling approximately 0.090 acres."

(2) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law.

(3) That the Director of Real Estate be directed to proceed with the disposition of the said lands to the abutting owners.

(4) That the applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor, to the satisfaction of the Regional Surveyor, and to delineate the manner in which the closed portion is to be distributed among the abutting owners, and that the applicant deposit a reproducible copy of said plan, with the Regional Surveyor.

(5) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing, pursuant to Section 48 of the Regional Act.

Cont'd ....

Proposed Road Allowance Closure - Beach Road
"An irregular parcel of land located approximately 133 ft. west of the west limit of Ottawa Street North having an average width of 20.00+ ft., an average length of 218.00± ft. and an area of 4057± sq. ft. totalling approximately 0.090 acres."

Cont'd ....

(6) That it is the purchaser's responsibility to terminate and relocate at their own expense, any existing utility affected by this closing, to the satisfaction of the Commissioner of Engineering.

(7) That the existing encroachment agreements, no's 260422 A.B. and 350710 A.B. be discharged, subject to the satisfaction of the City Solicitor.

(8) That the appropriate Civic officials be authorized to execute the documents in relation to the agreement discharges.

J. R. G. Leach
Commissioner of Engineering

ORIGIN

We have received a request from Mr. H. Ireland, on behalf of Dofasco Inc., requesting that the City consider the stopping-up, closing and sale of the above noted parcel of City road allowance, to permit an extension of their existing scale pit building.

EXISTING POLICY

The City's policy is that if an existing or a proposed non-building encroachment does not impede the function within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

> Proposed buildings and fences are not permissible, as provincial legislation does not exist to authorize municipalities to permit these encumbrances.

Cont'd ....

Proposed Road Allowance Closure - Beach Road
"An irregular parcel of land located approximately 133 ft. west of the west limit of Ottawa Street North having an average width of 20.00+ ft., an average length of 218.00± ft. and an area of 4057± sq. ft. totalling approximately 0.090 acres."

Cont'd ....

BACKGROUND

In 1971 the Board of Control approved the application of Dofasco Inc. to realign a portion of Beach Road west of Ottawa Street, and to relocate its scale pit on the untravelled portion of Beach Road. Dofasco Inc. have recently requested permission to enlarge their existing scale pit further onto the untravelled road allowance.

Since this request proposes construction onto the road allowance, we submitted the matter to the City Solicitors office for their opinion. Their decision was that this is not an inadvertent use of the road allowance, nor a temporary use, therefore the City lacks the jurisdiction to enter into an encroachment agreement to permit the proposed construction.

CONCLUSION

Should your Committee find in favour of the road closing request, it would then be in order to discharge the two encroachment agreements registered on title regarding the existing scale pit.

CH:mm

c.c. L. Farr, City Solicitors
c.c. M. Watson, Property, Manager, Real Estate Division

DOFASCO 75

Dofasco Inc., P.O. Box 460, Hamilton, Ontario L8N 3J5, Telephone (416) 544-3761.

October 28, 1987

RECEIVED
OCT 29 1987
TRANS SERVICES

Mr. Dale Turvey, P. Eng.
Director of Transportation Planning
The Regional Municipality of Hamilton-Wentworth
Department of Transportation
71 Main Street West
Hamilton, Ontario
L8N 3T4

Attention: Mr. G.S. Aston, P. Eng.
Manager of Roadway Programming

Dofasco Inc. Proposed Scale Pit Building Extension and Proposed Purchase of Part of the Untravelled Portion of Beach Road West of Ottawa Street to Accommodate Both the Existing Scale Pit Building Encroachment and its 1987 14 ft. Extension
Reference: Dofasco Letter of Application for Encroachment dated April 3, 1987
Reference: Dofasco - City of Hamilton Scale Pit Agreements dated July 17, 1972 and May 24, 1974
Regional Reference File: No. T103-03 (229)
Dofasco Reference File: No. O-101-627

Dear Sir:

Further to your letter of October 20, 1987 requesting a new cheque in the amount of $208.00 for the applicable Road Closure Fee, attached herewith is Dofasco Inc.'s cheque for $208.00 as requested.

Your co-operation in this matter is appreciated.

Yours truly,

H.C. Ireland
Manager of Properties

HCI/dh

cc. Mr. Charles Harrison - Roadway Programming

Mr. Lorne Farr - Office of City Solicitor

R-14076
$208.00

acct No 0319-5312

FORM NO. R-36

REGIONAL MUNICIPALITY
OF
HAMILTON-WENTWORTH
DEPARTMENT OF ENGINEERING

clerk

RECEIPT

DATE 87 Nov 02

RECEIVED FROM Dofasco $208.00

ADDRESS P.O. Box 460 Hamilton L8N 3J5

THE SUM OF Two hundred and eight — XX/100 DOLLARS

FOR Road closure fee
Beach Rd West of Ottawa
Untravelled portion proposed
Pit Building Extension

Al Clark
FOR COMMISSIONER OF ENGINEERING

R 14076

SBF BUSINESS FORMS INC., OAKVILLE, ONT. - 1-40427

Dofasco Inc. Hamilton, Ontario

CODE: - 1. - YOUR INVOICE 2. - YOUR CREDIT NOTE 3. - OUR DEBIT MEMO 4. - OUR CREDIT MEMO

OUR REFERENCE VOUCHER NO	REGISTER NO.	YOUR INVOICE NO.	CODE	GROSS AMOUNT	DISCOUNT	NET AMOUNT
10-490		Scale pit application processing and registration fee.		208.00		208.00

FORM 446 REV. 11/80

PLEASE DETACH THIS STATEMENT BEFORE DEPOSITING CHEQUE.

MEMORANDUM • CITY OF HAMILTON

87-2575

APR 27 1987

TO : Mr. Dale Turvey, Director of Transportation Planning
Attention: Mr. Charles Harason

YOUR FILE: T103-50(568)

FROM : Lorne Farr
City Solicitor's Office

OUR FILE : 1-1.141

DATE : 1987 April 23rd

ENG. SEV		
TRANS. SER.		ANS. BY
REG. SURV.		FILED BY
LAB		

SUBJECT : **Dofasco Inc. Application to Extend Scale Pit Building Location on Beach Road**

I have for acknowledgment a copy of Dofasco's April 3, 1987 letter which you forwarded to me.

In the letter Mr. H.C. Ireland of Dofasco applied to extend the encroachment of the Scale Pit Building on the north side of Beach Road by a further fourteen feet.

As you are aware 210(101) of the Municipal Act R.S.O. 1980, C. 302, only allows the City to enter into agreements with the owners of a building which has by inadvertence been wholly or partially erected upon the highway. From Mr. Ireland's letter it is apparent that the encroachment Dofasco is planning is not inadvertent and is not covered by s. 210(101) of the Municipal Act.

Section 309(3) permits the temporary placing, construction, installation and use of objects in on under or over sidewalks and highways under the jurisdiction of any municipality.

This Department interpretates the uses permitted under s.309(3) to be of a temporary nature and must not form an integral part of a building.

The extension Dofasco has proposed is not a temporary use of the highway and so is not covered by s. 309(3). Unless what Dofasco proposes comes within the above noted sections the City of Hamilton has no jurisdiction to enter into an agreement for a planned or conscious encroachment onto Beach Road. You will be aware that this has been the policy of the City of Hamilton since 1979.

On the basis that the City lacks the jurisdiction to enter into such an encroachment agreement, I would suggest Dofasco apply to the City to have the part of Beach Road which is occupied by the Scale Pit closed by by-law under s. 298 of the Municipal Act, then the City could lease or sell this land to Dofasco at market value. This would of course require a public notice of intention to close part of Beach Road to be published for four weeks and a hearing for any person prejudicially affected by the closure.

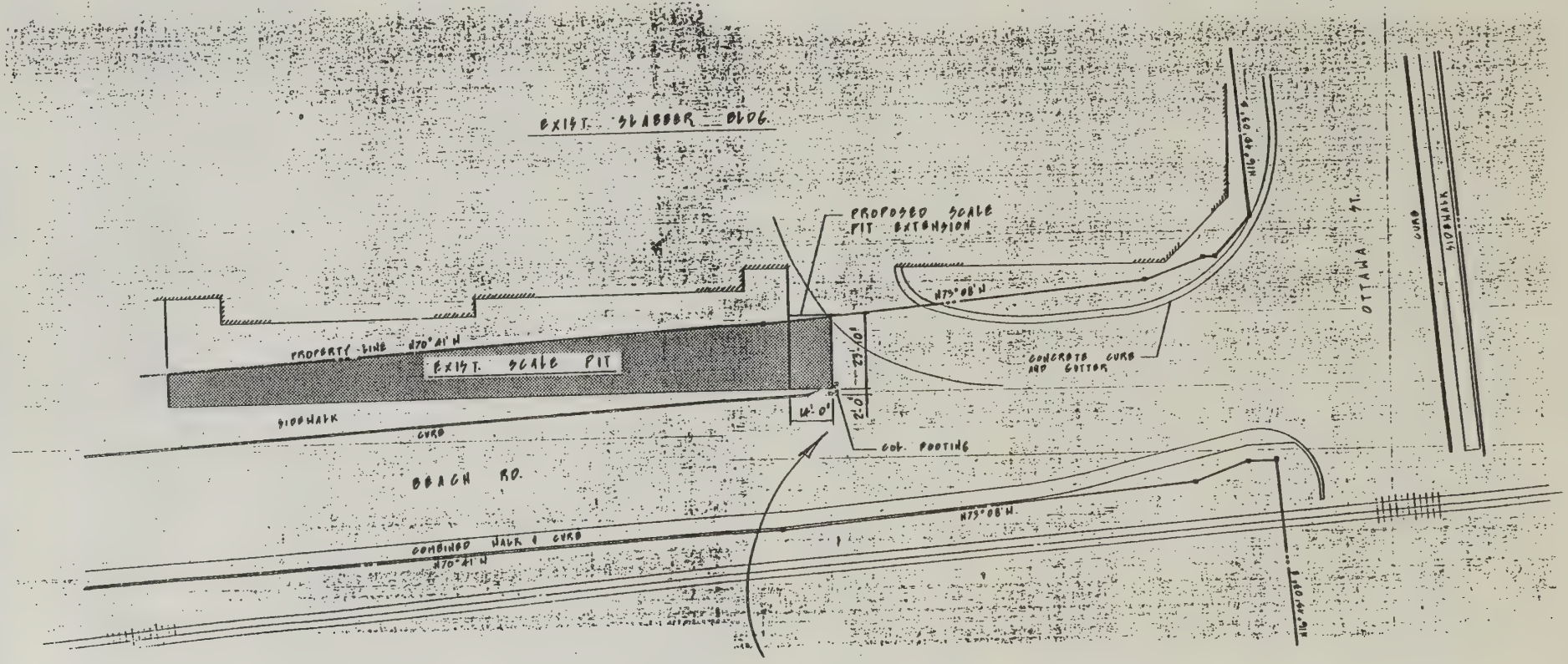
.../2

A second alternative would be for the City of Hamilton to apply for Special Legislation to allow the City to permit the planned encroachment by Dofasco on Beach Road.

If you have any questions about the above do not hesitate to call me.

Lorne Farr
for K. A. Rouff
City Solicitor

LEF:dc



REQUESTED AREA OF CLOSURE

5(i)

I.D. #0043D (1)

F O R A C T I O N

FROM Department of Engineering

DATE November 6, 1987

TO Transport and Environment Committee

Refer to File No. S707-60

Attention Of K.A. Brenner

Your File No. 3-11.4

SUBJECT

Plan of Subdivision for "GREENHILL GARDENS - PHASE 3", Hamilton.

RECOMMENDATION

1. The submitted schedules for the estimated cost of services in "Greenhill Gardens - Phase 3" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

2. The City's share of the cost of services for this development ($4,789.75), be approved and charged to the Reserve for Services through Unsubdivided Lands, Account #0280-12.

3. The approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

4. In the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.

J.R.G. Leach
Commissioner of Engineering

Cont'd...

Plan of Subdivision for "GREENHILL GARDENS - PHASE 3", Hamilton

BACKGROUND

Clause 9(b) of the sixth Report of the Planning and Development Committee, as adopted by City Council on March 31, 1987, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided.

The present owner of these lands is COCHREN CONSTRUCTION COMPANY LIMITED.

Copies of the Engineer's estimates for the costs for services, Schedules "E", "F", and "G" as prepared by C.C. Parker Consultants Ltd. and copies of the proposed Final Survey Plan, is prepared by J. David Peters O.L.S. of Mackay, Mackay and Peters Limited, have been submitted to Regional Engineering for approval.

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of Services to be installed in "Greenhill Gardens - Phase 3" is as follows:

TYPE OF WORK	AMOUNT TO BE FINANCED
Fencing	$4,789.75
Total City Share	$4,789.75

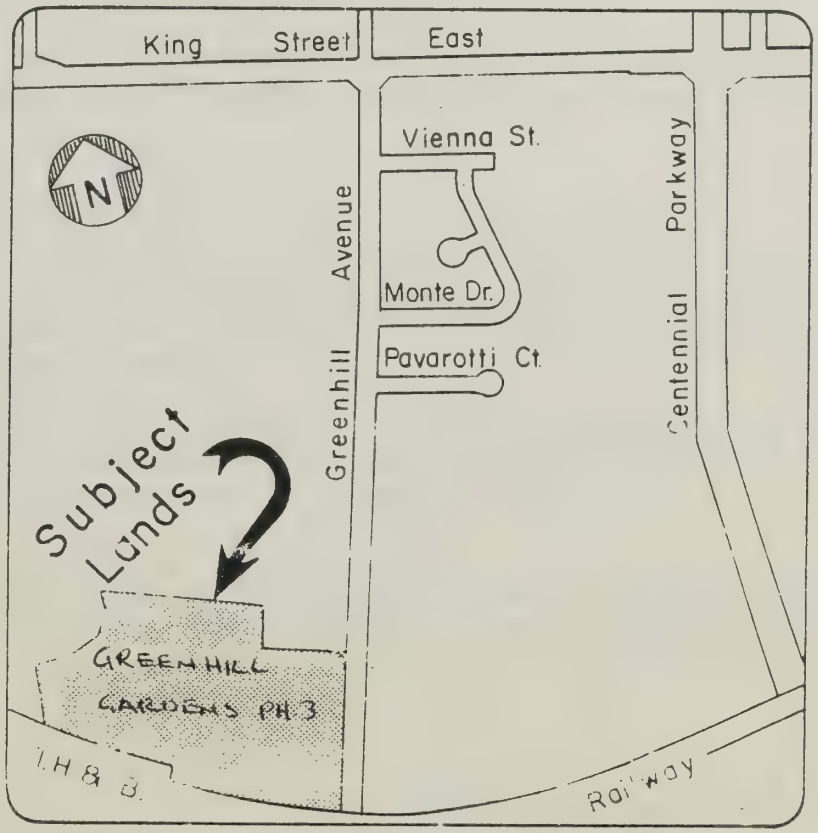
The City's share is for fencing along the west boundary of the subdivision and is non-recoverable because it is adjacent to "open space" lands.

The present balance in Account #0280-12 is $72,945.86. The estimated cost of the Subdivider's share of City services is estimated to be $708,778.03.

The registration of this Plan of Subdivision will result in the creation of ninety-two (92) lots for single family residential use.

CAU/ma

T & E



LOCATION PLAN

Scale 1:10,000 0 50 100 200 300

5(i)

I.D. #0043D (12)

FOR ACTION

FROM Department of Engineering DATE October 29, 1987

TO Transport & Environment Committee Refer to File No. S711-10

Attention Of K. A. Brenner

Your File No. 3-11.4

SUBJECT

Plan of Subdivision for "KENORA GARDENS", Hamilton.

RECOMMENDATION

(1) The submitted schedules for the estimated cost of services in "Kenora Gardens" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivision Agreement.

(2) The approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

(3) In the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, he should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-Servicing.

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

Clause 7(b) of the Thirteenth Report of the Planning and Development Committee, as adopted by City Council on June 23, 1987, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the Owners of the lands to be subdivided. The present owner of the lands is Casa Blanca Inc.

Cont'd ....

Plan of Subdivision for "KENORA GARDENS", Hamilton

Cont'd ....

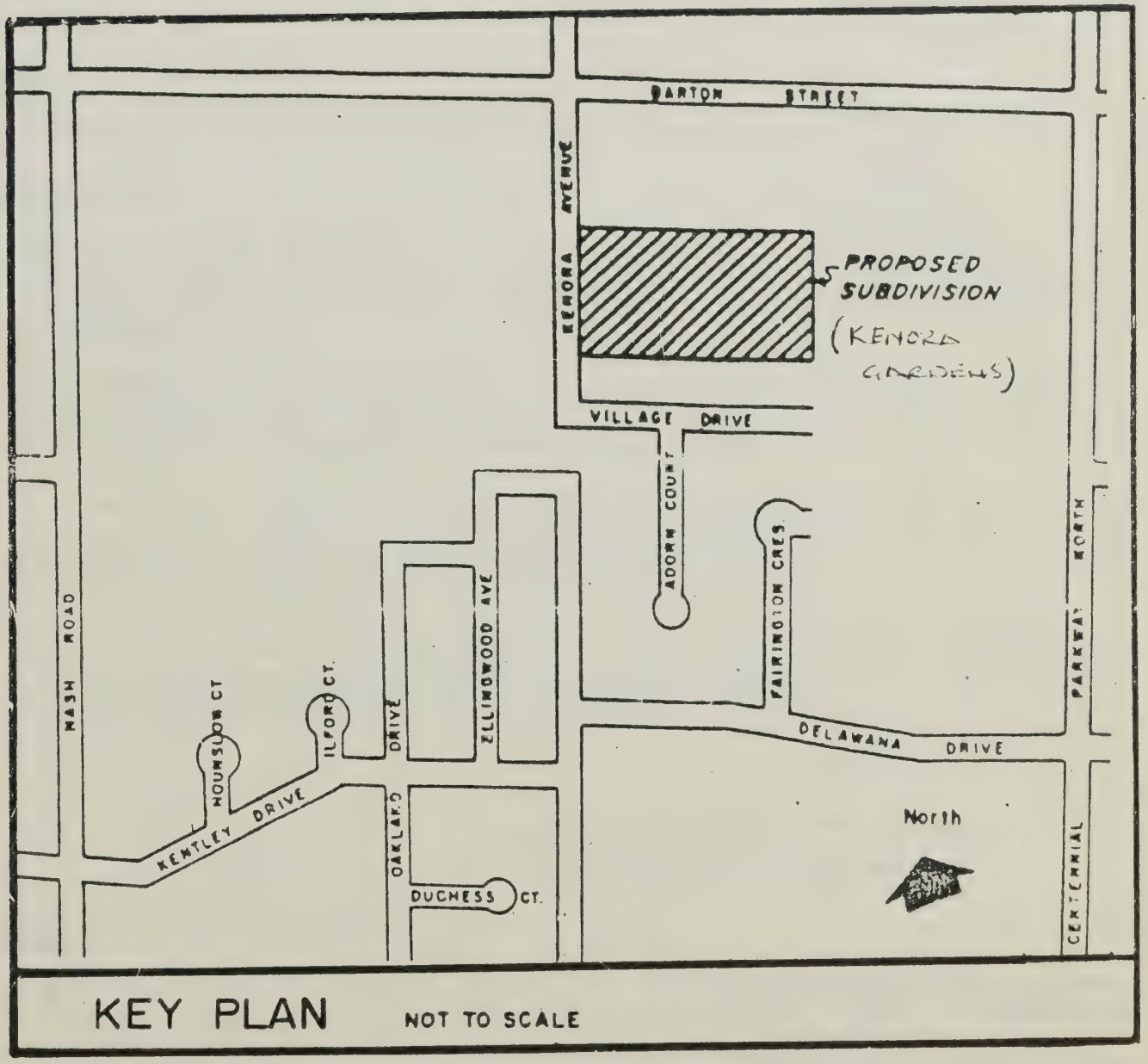
Copies of the Engineer's estimates for the costs for services, Schedules "E", "F" and "G" as prepared by Urbex Management Limited, and copies of the proposed Final Survey Plan as prepared by G. G. Aldworth O.L.S. of Ashenhurst Nouwens Limited, have been submitted to Regional Engineering for approval.

The City will not cost share for the installation of the municipal services for this development. Construction of all curbs, sidewalks, finished roads, street lighting and associated works will be carried out entirely at the owner's expense, which is estimated to be $191,614.19.

For the Committee's information, sidewalks will not be installed on the north side of Janet Court and the west side of Talia Court. Transportation staff have approved the deletion of sidewalks in accordance with Council policy. The cost savings for the Developer, because sidewalks are not required on the noted streets, is estimated to be $15,900.00.

The registration of this Plan of Subdivision will create forty-two (42) lots for single family residential use.

CAU:mm



KEY PLAN NOT TO SCALE

I.D. #0043D (27)

5(k)

FOR ACTION

FROM Department of Engineering DATE November 9, 1987

TO Transport and Environment Committee Refer to File No. S708-44

Attention Of K. A. Brenner

Your File No. 3-11.4

SUBJECT

Plan of Subdivision for "HIGH RIDGE WEST", Hamilton

RECOMMENDATION

1. The submitted schedule for the estimated cost of services in "High Ridge West" as approved by the Commissioner of Engineering, be adopted for inclusion in the proposed Subdivison Agreement.

2. The approval of the above clause be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

3. In the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, be should be permitted to do so at his own risk, providing that he enter into a Standard Agreement for Pre-servicing.

4. The City's share of the cost of services for this development ($12,160.96) be approved and charged to the Reserve for Service through Unsubdivided Lands, Account No. 0280-12.

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

Clause 8(b) of the Thirteenth Report of the Planning and Development Committee, as adopted by City Council on June 23, 1987 recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided. The present owner of these lands is Hamilton General Homes (1971) Ltd.

Cont'd...

Plan of Subdivision for "HIGH RIDGE WEST", Hamilton

Copies of the Engineer's estimates for the costs for services, Schedule "E", "F", and "G" and copies of the proposed Final Survey Plan, all as prepared by Sydney W. Woods Inc. have been submitted to Regional Engineering for approval.

Cost sharing is in accordance with standard City policies. The estimated City's share for the cost of services to be installed in "High Ridge West" is as follows:

TYPE OF WORK	AMOUNT TO BE FINANCED
Sidewalks and Curbs	$ 2,741.76
Finished Roads	$ 9,419.20
TOTAL CITY SHARE	$ 12,160.96

A portion of the City's share ($ 3,136.00) is attributable to extra depth asphalt on Rushdale Drive and is not recoverable in the future.

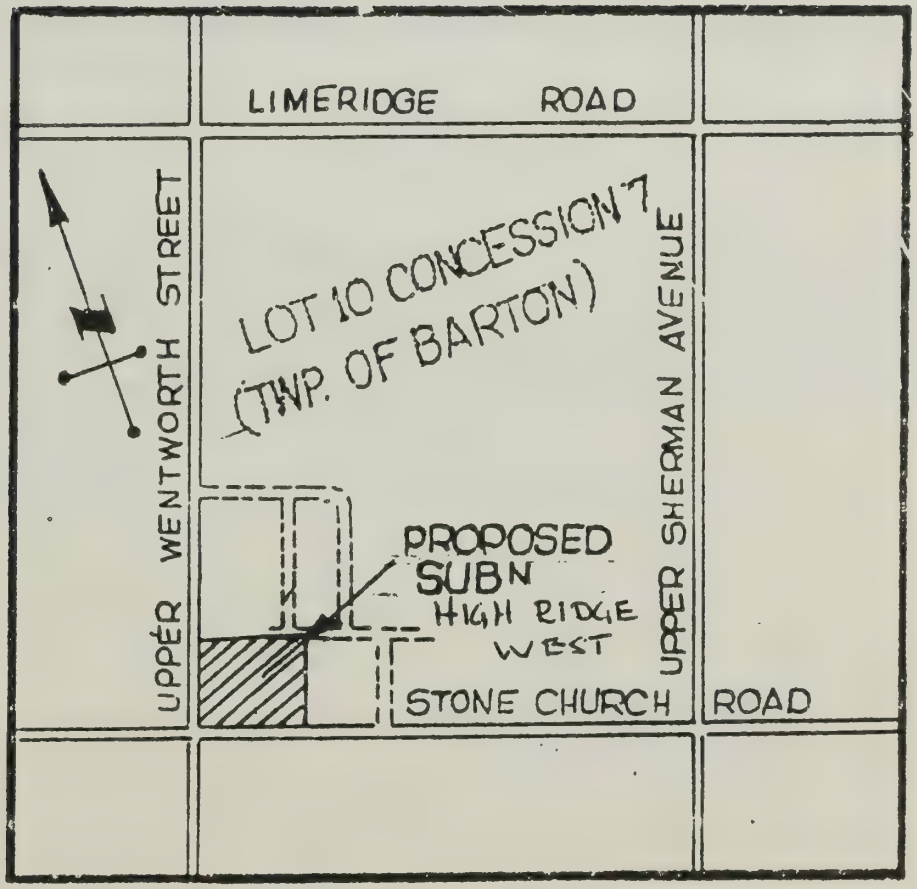
The remaining portion of the City's share ($ 9,024.96) is attributable to services on Rushdale Drive and will be recoverable from the adjacent land owner.

The estimated cost of the Subdivider's share of the City services is estimated to be $268,883.72.

For the Committee's information, sidewalks will not be installed on DeSantio Court, the east side of Charing Drive and the south side of Woodhaven Place. Transportation staff have approved the deletion of sidewalks in accordance with Council policy.

The registration of this Plan of Subdivision will result in the creation of sixty-nine (69) lots presently and one (1) future lot, all for single family residential use.

CAU:sw


LIMERIDGE ROAD
UPPER WENTWORTH STREET
LOT 10 CONCESSION 7
(TWP. OF BARTON)
UPPER SHERMAN AVENUE
PROPOSED
SUBN
HIGH RIDGE
WEST
STONE CHURCH
ROAD

KEY PLAN-

N.T.S.

6(a)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 October 30

TO Transport and Environment Committee

Refer To File No. TEC-223-87

Attention Of M. Hazell

Your File No. 3.9.7

SUBJECT

South side of Bobolink Road, East of Meadowlark Drive - Extension of Existing School Bus Loading Zone

RECOMMENDATIONS

That:

- the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Bobolink Road commencing at a point 41 feet east of Meadowlark Drive and extending to a point 35 feet easterly therefrom be extended, such that the regulation commences at a point 40 feet east of Meadowlark Drive and extends to a point 80 feet easterly therefrom; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The Principal of Cardinal Heights Public School, 70 Bobolink Road, has contacted the Traffic Department and requested that the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in front of the school be extended to accommodate one additional school bus. The existing School Bus Loading Zone regulation was implemented in 1983, and presently accommodates one school bus. The south side of Bobolink Road is presently signed "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" across the remainder of the school frontage. Thus, the extension of the existing School Bus Loading Zone will not result in any loss of on-street parking. Therefore, the Traffic Department concurs with this request.

MOHAWK ROAD
G/S-180
WELLINGTON STREET
LUSCOMBE ST.
HESTER ST.
MEADOWLARK DRIVE
BLUEBIRD AVENUE
REDWING ROAD
TANAGER CT.
CANARY CT.
SWALLOW CRESCENT
BOBOLINK ROAD
CRANE CT.
GOLDFINCH ROAD
HUMMINGBIRD LANE
10·28 Ac.
D/S-709
SKYLARK DRIVE
JAY STREET
PHEASANT PLACE
D/S-164
RT-20/S-835
LIMERIDGE ROAD EAST
FLAMINGO DRIVE
AA
C/S 666
CURLEW AVENUE
PINEWARBLER COURT
SPARROW COURT
THRESHER DRIVE
PEACOCK PLACE
FINCH PLACE
LAUDER AVE
CARROUSEL AVENUE
CARDINAL DRIVE
MILLWOOD
LYNFORD AVENUE
FIELDWAY DRIVE
CLONMORE AVE
CARRINGTON CT PLACE
HERON
TITMOUSE
KINGFISHER
SEVEN OAKS DRIVE
EAST SIXTEENTH STREET
DUNCOMBE DRIVE

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 October 30

TO Transport and Environment Committee

Refer To File No. TEC-222-87

Attention Of M. Hazell

Your File No. 3.9.7

SUBJECT

North Side of Limeridge Road East, West of Leggett Crescent - Request for School Bus Loading Zone

RECOMMENDATIONS

That:

- a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Limeridge Road East, commencing at a point 21 feet west of the east curb line of Leggett Crescent and extending to a point 40 feet westerly therefrom; and,

- the City Traffic By-law 66-100 be amended accordingly.

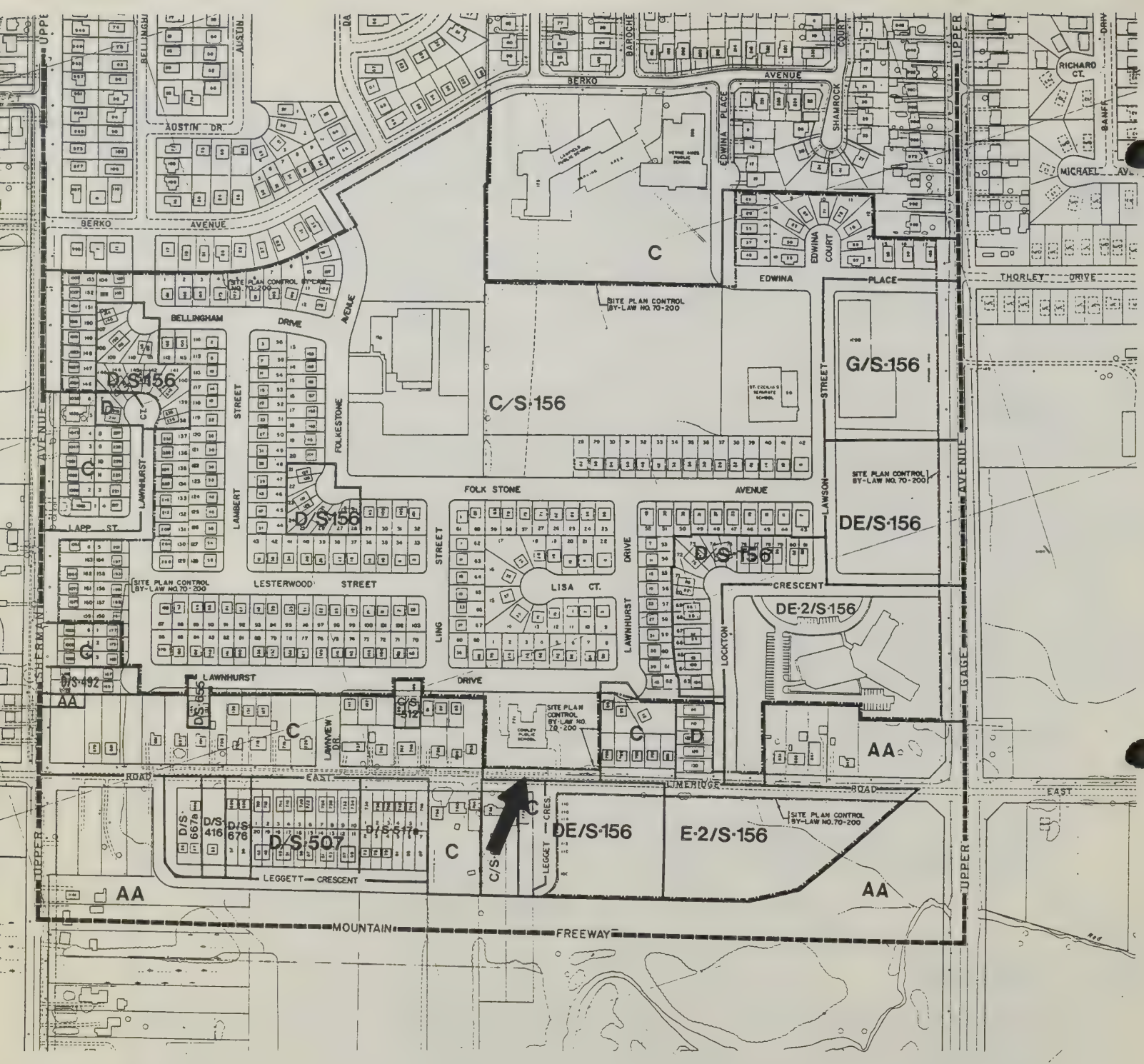
Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The Traffic Department has received a letter from the Board of Education for the City of Hamilton asking for the implementation of a School Bus Loading Zone on Limeridge Road in front of Comley Public School, 771 Limeridge Road East. Parking is presently prohibited on the north side of Limeridge Road in this area.

School buses are permitted to stop to load and unload children in the "No Parking" area in front of the school. However, the Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and all vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of children is taking place on Limeridge Road in front of Comley Public School, the Traffic Department concurs with the request for a school bus loading zone at this location, and recommends that the regulation be in effect between the hours of 7:00 a.m. and 6:00 p.m., Monday to Saturday.



18	98	61
130	96	11
118	112	110

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

LAWFIELD

ZONING

Neighbourhood Boundary

Zoning Boundary.

SCALE 0 50 100 m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO. 7204

June 1985

6(c)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 October 28

TO Transport and Environment Committee

Refer To File No. TEC-220-87

Attention Of M. Hazell

Your File No. 3.10.9

SUBJECT

Apartment Building at No. 142 Caroline Street South - Application for Time Limit Exemption Permits

RECOMMENDATIONS

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first eight applicants residing in the Apartment building at No. 142 Caroline Street South.

Murray F. Main

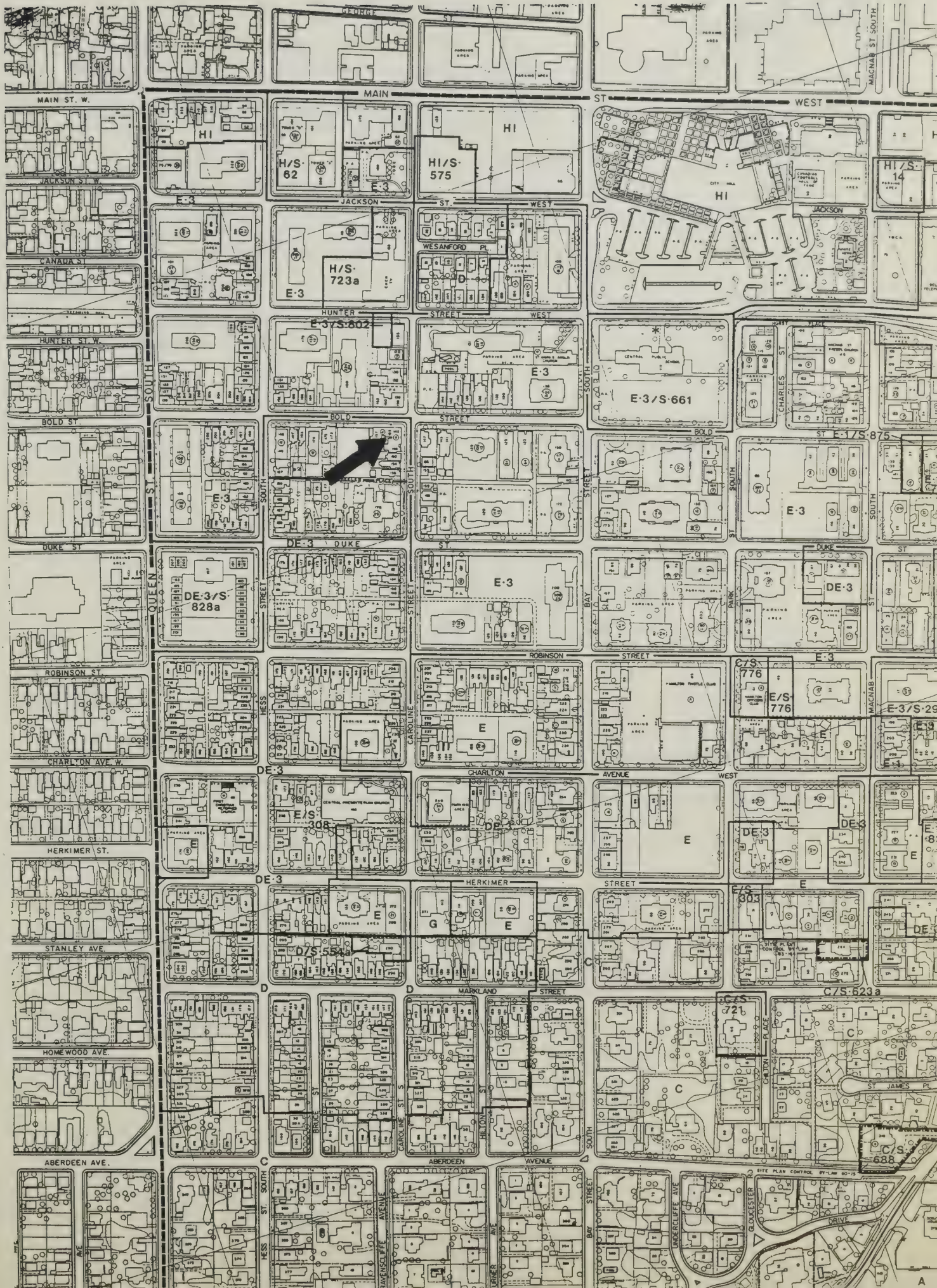
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The Traffic Department has received a request from the Superintendent of the Apartment Building at No. 142 Caroline Street South, that Time Limit Exemption Permits be issued to the residents of this building, to allow them to park their vehicles beyond the signed parking time limits in this area. The apartment building in question is located on the south-west corner of Caroline Street and Bold Street.

Investigations reveal that there are nine dwelling units in the subject apartment building, and that there are no off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, time limit exemption permits would be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use in this area consists generally of apartment buildings and single family homes.

The Zoning By-law requires that a minimum of eight off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of eight off-street parking spaces in accordance with the current Zoning By-law requirements. Periodic observations reveal that streets in the immediate vicinity of the subject apartment building are generally heavily parked. However, since there has not been a great demand for time limit exemption permits by other area residents, it would appear that the parking is generally short-term, non-resident parking. Therefore, the issuance of permits to residents of this building should not create any parking problems for other residents and the Traffic Department recommends that a maximum of eight parking permits be issued to residents of this building, on a first come first served basis.


MAIN ST. W.
JACKSON ST. W.
CANADA ST.
HUNTER ST. W.
BOLD ST.
DUKE ST.
ROBINSON ST.
CHARLTON AVE. W.
HERKIMER ST.
STANLEY AVE.
HOMEWOOD AVE.
ABERDEEN AVE.
MAIN ST WEST
JACKSON ST. WEST
HUNTER STREET WEST
BOLD STREET
DUKE ST.
ROBINSON STREET
CHARLTON AVENUE WEST
HERKIMER STREET
MARKLAND STREET
ABERDEEN AVENUE
QUEEN ST. SOUTH
HESS STREET SOUTH
CAROLINE ST. S.
BAY STREET SOUTH
HILTON PLACE
GLOUCESTER DRIVE
ST. JAMES PL.
MACNAB ST. SOUTH
CHARLES ST. EAST
WESANFORD PL.
HI
H/S-62
H/S-575
H/S-14
H/S-723a
E-3
E-3/S-802
E-3/S-661
E-1/S-875
DE-3
DE-3/S-828a
E/S-776
E-3/S-29
E/S-308
E/S-303
D/S-554a
C/S-721
C/S-623a
C/S-688
SITE PLAN CONTROL BY-LAW 80-15

6(d)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 02

TO Transport and Environment Committee

Refer To File No. TEC-224-87

Attention Of M. Hazell

Your File No. 3.10.9

SUBJECT

Apartment Building at No. 95 Leeming Street - Application for a Time Limit Exemption Permit.

RECOMMENDATIONS

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first three applicants residing in the apartment building at No. 95 Leeming Street.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

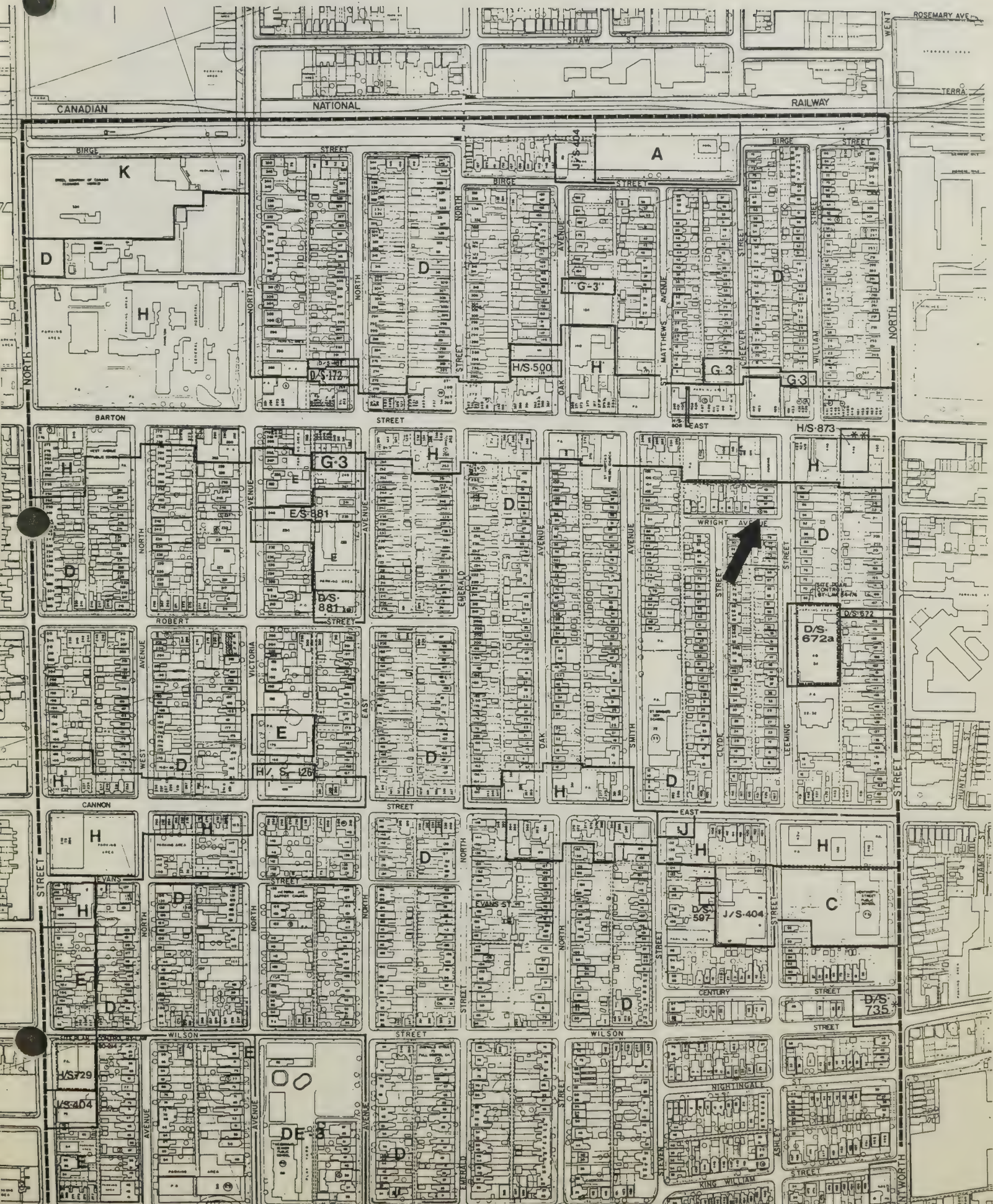
BACKGROUND

The Traffic Department has received a request from a resident of the apartment building at No. 95 Leeming Street, that Time Limit Exemption Permits be issued to residents of this building. The apartment building is located on the northwest corner of Leeming Street and Wright Avenue, and the applicant has indicated that the residents wish to park their vehicles in the "3 Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation which is presently signed on Leeming in this area.

Investigations reveal that there are four dwelling units in the subject apartment building, and that there are two off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Leeming in this area consists generally of single family homes.

Periodic observations reveal that Leeming in this area is very lightly parked during the day, and since there has not been a great demand for Time Limit Exemption Permits in this area, it appears that the parking is generally non-resident short-term parking. Thus, the issuance of Time Limit Exemption Permits to residents of this building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of five off-street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of three off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of three parking permits to residents of this building, on a first come first served basis.


CANADIAN
NATIONAL
RAILWAY
SHAW ST
ROSEMARY AVE
TERRA
BIRGE STREET
BARTON STREET
EAST
WRIGHT AVENUE
ROBERT
CANNON
EVANS
WILSON
NORTH
AVENUE
STREET
OAK
EMERALD
VICTORIA
WEST
SMITH
CLYDE
LEEMING
MATTHEWS
CHEEVER
WILLIAM
NIGHTINGALE
CENTURY
ASHLEY
KING WILLIAM
ADAMS
HUNTLEY
H/S-500
H/S-873
H/S-729
J/S-404
D/S-172
E/S-881
D/S-881
H/S-126
D/S-672
D/S-672a
D/S-597
D/S-735
A
C
D
E
G-3
H
J
K

6(e)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 October 28

TO Transport and Environment Committee

Refer To File No. TEC-219-87

Attention Of M. Hazell

Your File No. 3.9.2

SUBJECT

The east side of Ray Street South between Jackson Street West and Main Street West - Parking Regulations

RECOMMENDATIONS

That:

- a "One Hour Parking Time Limit" regulation be implemented on the east side of Ray Street South between Jackson Street West and Main Street West; and,

- the City Traffic By-law 66-100 be amended accordingly.

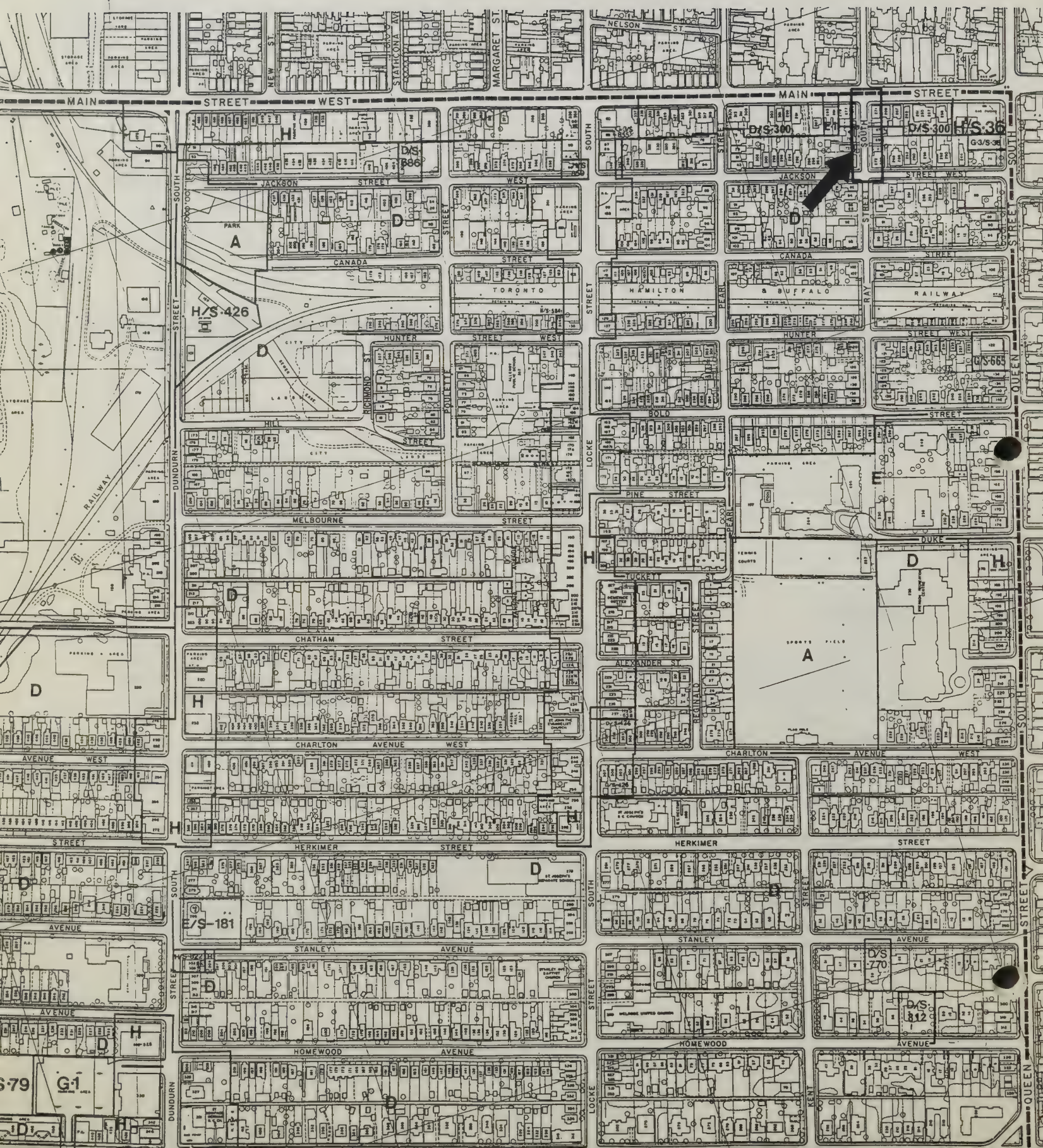
Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The Traffic Department has received a petition signed by representatives of five of the eight residential properties on Ray Street South between Jackson Street West and Main Street West, requesting that a "One Hour Parking Time Limit" regulation to be in effect 24 hours a day, seven days a week, be implemented on the east side of Ray Street South, because of long term parking by customers of the commercial establishments on Main Street West. Presently, parking is prohibited on the west side and there is unrestricted free parking on the east side of the street in this area.

The implementation of the proposed regulation would eliminate long term parking by non-residents. Area residents would be entitled to purchase permits to exempt their vehicles from the signed time limit. Therefore, since representatives of approximately 63% of the abutting residential properties have signed a petition in favour of this regulation, the Traffic Department concurs with the request.


MAIN STREET WEST
MAIN STREET
NELSON ST.
NEW ST.
STATHCONA AV.
MARGARET ST.
JACKSON STREET WEST
JACKSON STREET
CANADA STREET
TORONTO STREET
HUNTER STREET WEST
HUNTER STREET
HILL STREET
MELBOURNE STREET
CHATHAM STREET
CHARLTON AVENUE WEST
HERKIMER STREET
STANLEY AVENUE
HOMEWOOD AVENUE
HAMILTON STREET RAILWAY
BUFFALO & RAILWAY
BOLD STREET
PINE STREET
DUKE STREET
TUCKETT STREET
ALEXANDER ST.
PARK
A
D
H
E
G-1
H/S-426
D/S-886
D/S-300
H/S-36
G-3/S-36
D/S-584
D/S-665
D/S-770
D/S-812
E/S-181
SPORTS FIELD
TENNIS COURTS
RAILWAY
DUNDURN STREET SOUTH
QUEEN STREET SOUTH
KENT STREET
LOCKE STREET SOUTH
RICHMOND ST.
POULETT ST.
PEARL ST.
REGINALD ST.
RAY STREET SOUTH

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 04

TO Transport and Environment Committee

Refer To File No. TEC-227-87

Attention Of M. Hazell

Your File No. 3.9.2

SUBJECT

North side of Forest Avenue between Walnut Street South and Ferguson Avenue South - Parking Regulations

RECOMMENDATIONS

That:

- a "Permit Parking" regulation be implemented on the north side of Forest Avenue between Walnut Street South and Ferguson Avenue South; and,

- the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the one, two, or three family dwellings abutting the block, and any additional permits (to a maximum of nine) on a first come first served basis; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

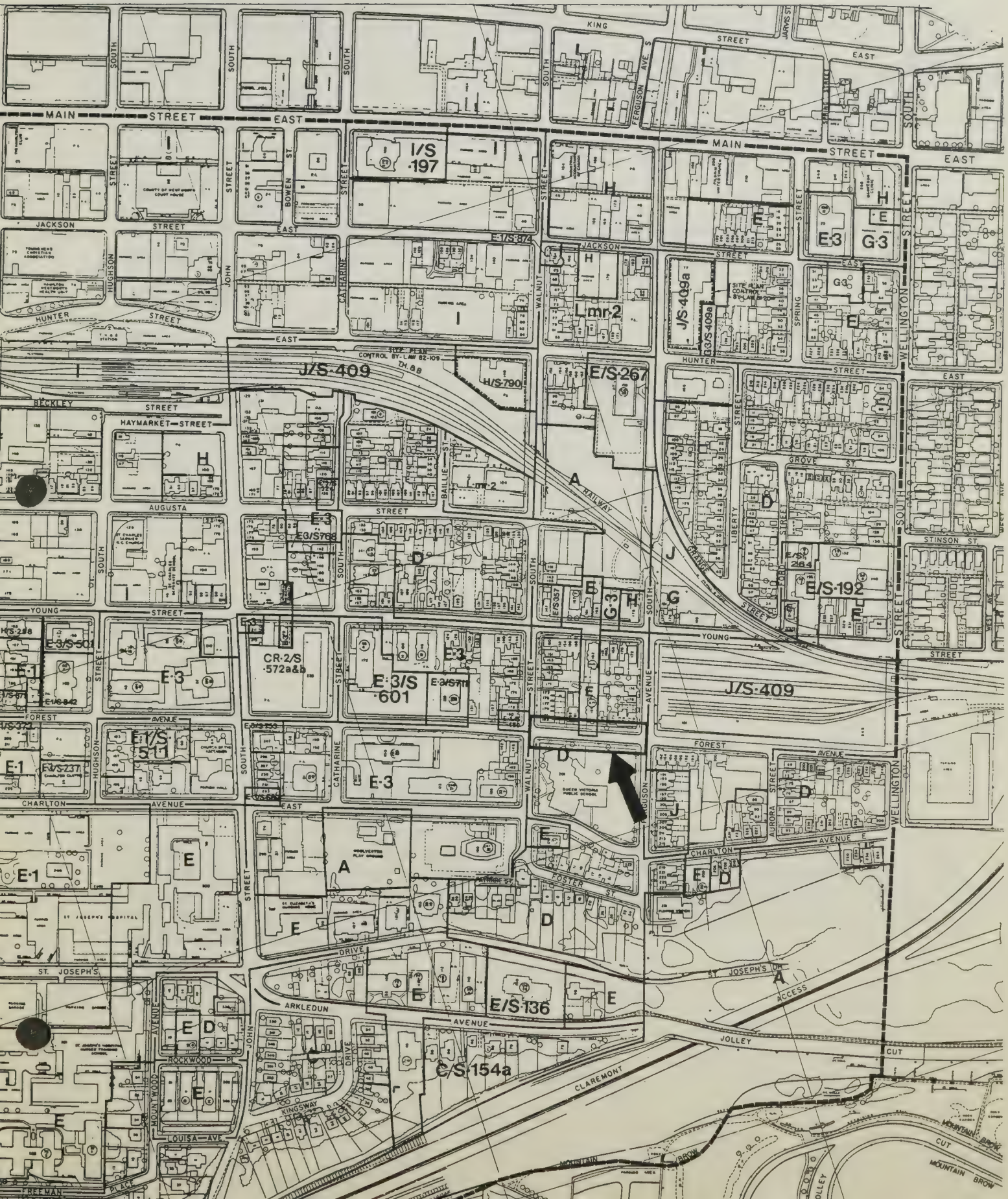
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The Traffic Department has received a petition signed by representatives of seven of the nine one, two, and three family dwellings on Forest Avenue in the block between Walnut Street and Ferguson Avenue, requesting that a "Permit Parking" regulation be implemented on the street. Presently, there is unrestricted free parking on the north side and there is a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south of the block along the flankage of Queen Victoria Public School. The remainder of the south side of the block, west of Walnut, is unrestricted free parking for approximately two vehicles.

The resident who circulated the petition has expressed concern about parking on the street by residents of the nearby high rise apartment buildings. A "Permit Parking" regulation would eliminate non-resident parking entirely, and only residents of one, two, or three family dwellings abutting the block would be entitled to purchase permits to park on the street in this area.

An investigation has revealed that there are nine legal on-street parking spaces, and the petition indicates that eight parking permits are required by the seven representatives who signed in favour of the regulation. The Traffic Department has been advised by the resident who took up the petition that the residents of the remaining two homes who did not sign the petition, do not require permits. Therefore, since it appears that the demand for parking permits will not exceed the number of on-street parking spaces, and since 78 percent of the abutting residents have indicated support for the regulation, the Traffic Department concurs with the request. Unrestricted free parking would remain on the south side of Forest in this block during weekday evenings and on Sundays.


MAIN STREET EAST
KING STREET EAST
JACKSON STREET
HUNTER STREET
HECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD PL
KINGSWAY DRIVE
LOUISA AVE
BREWAN PLACE
FOSTER ST
GROVE ST
STINSON ST
JOLLEY CUT
CLAREMONT ACCESS
MOUNTAIN BROW
HUGHSON
JOHN
CATHARINE
WALNUT
BOWEN ST
BAILLIE ST
FERGUSON AVE S
JARVIS ST
SPRING
LIBERTY
AURORA STREET
WELLINGTON STREET SOUTH
MOUNT HOPE AVENUE
I/S-197
E-1/S-874
J/S-409
H/S-790
E/S-267
J/S-409a
B3/S-409a
Lmr-2
E-3/S-768
E-3/S-357
E/S-192
E-3/S-501
CR-2/S-572a&b
E-3/S-601
E-3/S-771
E-1/S-511
E/S-237
E-3/S-150
E/S-136
C/S-154a
E-1
E-3
A
B
D
E
G-3
H
J

6(9)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 02

TO Transport and Environment Committee

Refer To File No. TEC-226-87

Attention Of M. Hazell

Your File No. 3.9.2

SUBJECT

South side of Haymarket Street, east of Hughson Street South - Parking Regulations.

RECOMMENDATIONS

That:

- the existing parking prohibition on the south side of Haymarket Street between Hughson Street South and a point 115 feet easterly be rescinded to allow the restoration of two parking meters; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

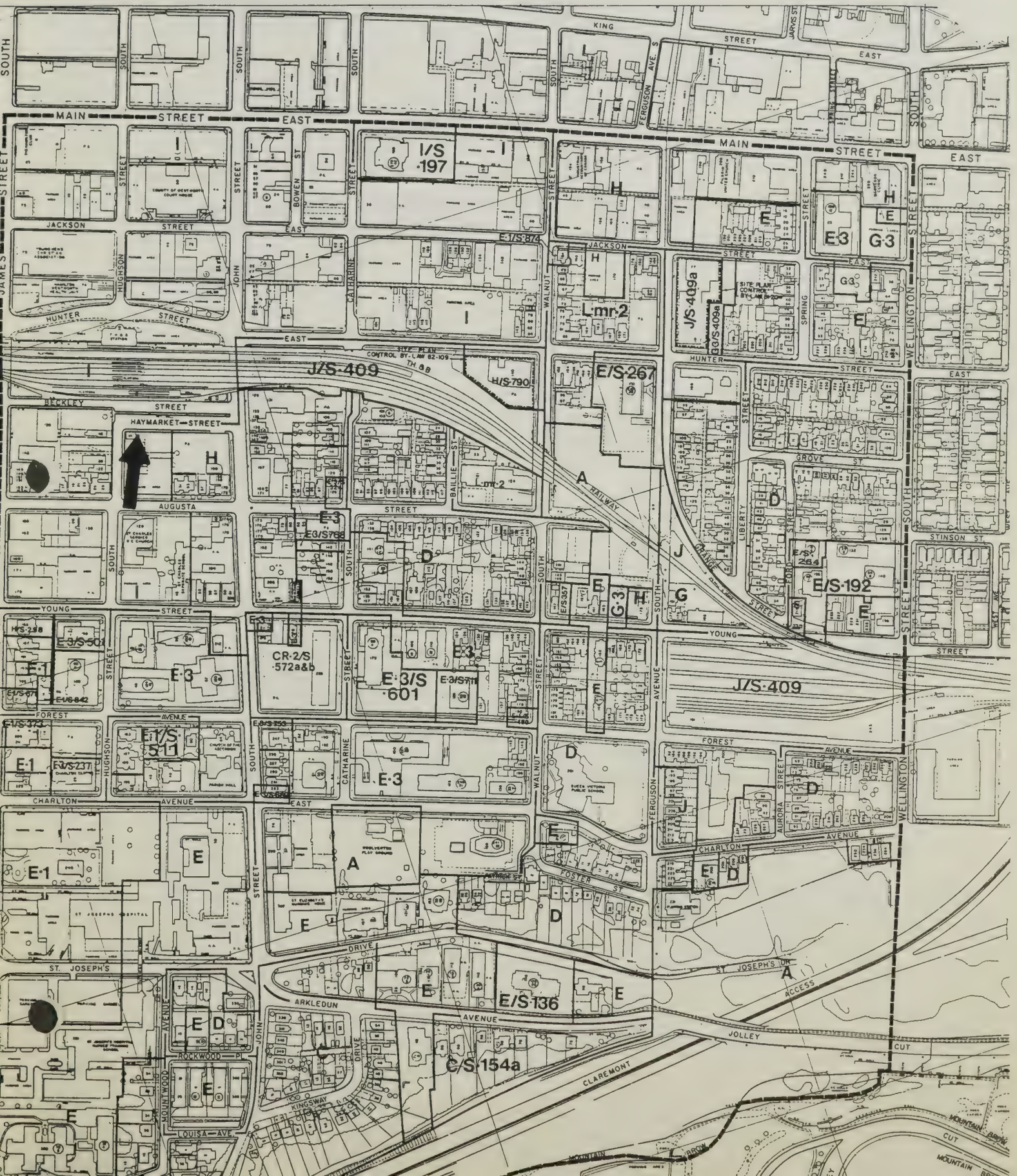
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

A new building was recently constructed on the south side of Haymarket Street between Hughson and John, and as a result of an application for new driveway approaches, the Traffic Department recently reviewed the parking meter layout on the south side of Haymarket in this block.

Presently, there are seven parking meters on the south side of the street in this block, "No Stopping" corner clearances at John and at Hughson, and a "No Parking" area on the south side of Haymarket, east of Hughson. The removal of the parking prohibition would allow for the installation of two additional parking meters in the block.

The parking prohibition in question was implemented in 1961 and is signed across the flankage of one residential property. Records do not indicate the specific reason for the prohibition, and it has been concluded that the parking prohibition serves no useful purpose at this time. Therefore, the Traffic Department recommends that the parking prohibition on the south side of Haymarket, east of Hughson, be removed in order to allow two additional parking meters to be installed in this area.


MAIN STREET EAST
KING STREET EAST
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD PL
LOUISA AVE
KINGSWAY
CLAREMONT
JOLLEY CUT
ST JOSEPH'S DR ACCESS
MOUNTAIN BROW
MOUNTAIN BROW CUT
WELLINGTON STREET EAST
GROVE ST
STINSON ST
SPRING
LIBERTY
FERGUSON AVE S
JAMES
HUGHSON
JOHN
BOWEN ST
CATHARINE
WALNUT
BAILLIE ST
FORD
AURORA
FOSTER
MOUNTWOOD
I/S-197
I/S-874
L-mr-2
J/S-409a
J/S-409
H/S-790
E/S-267
E/S-192
E/S-136
E/S-501
E/S-237
E/S-842
E/S-357
E/S-711
E/S-264
E/S-154a
CR-2/S-572a&b
E-3/S-601
I/S-511
E-1
E-3
G-3
A
D
E
H
I
J
G

6(a)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 05

TO Transport and Environment Committee

Refer To File No. TEC-228-87

Attention Of M. Hazell

Your File No. 3.9.5

SUBJECT

First Place (Jubilee Consultant Services), 350 King Street East, Suite 218 - Application for Boulevard Parking

RECOMMENDATIONS

That the application by First Place (Jubilee Consultant Services) to lease a portion of the boulevard of West Avenue South, adjacent to No. 350 King Street East, be approved provided that:

(i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (Current rate is $125.00 per year), plus taxes, if any, in addition to the annual $10.00 annual encroachment charge approved by City Council on 1984 February 14.

(ii) the owner pays a one time $25.00 registration fee as approved by the City Council on 1986 January 14.

(iii) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes

(iv) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.

(v) the owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

Murray F. Main

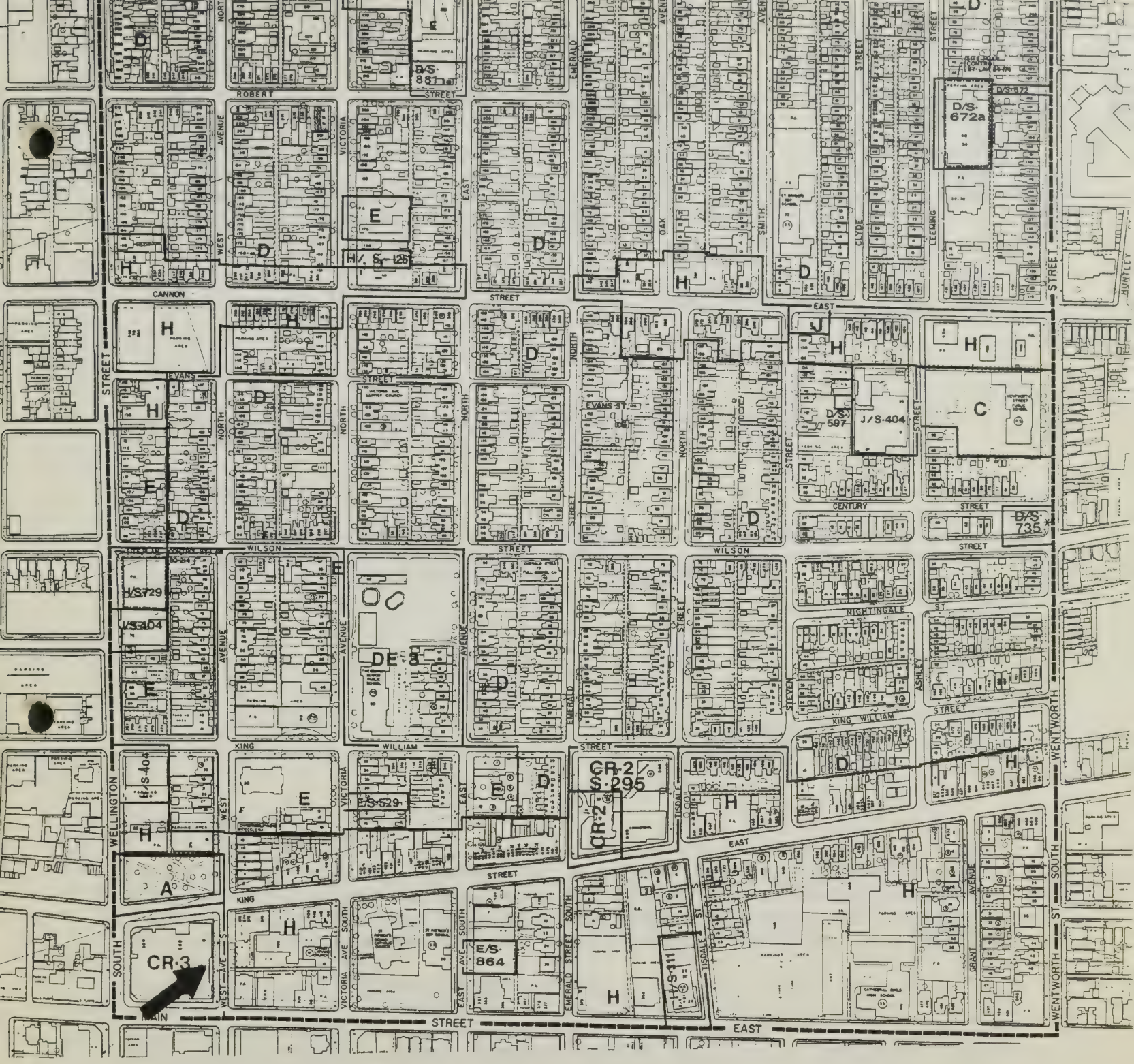
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

First Place (Jubilee Consultant Services), 350 King Street East, Suite 218, has applied for permission to lease a portion of the road allowance of West Avenue South, adjacent to this property, to park three vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement, which is satisfactory to the Traffic Department, as well as a cheque in the amount of $160.00, which represents the first annual leasing fee ($125.00) and encroachment insurance charge ($10.00), as well as the one time registration fee ($25.00).



106	69	70
10	95	48
31	125	124

This is not a Legal Document
· For Zoning Verification Please
Contact City Building Department.

CITY OF HAMIL

LANDSDAI

ZONING

Neighbourhood Boundary

Zoning Boundary.

0

SCALE 50 m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO. 6608

June 1985

6(i)

FOR ACTION

FROM: Murray F. Main, P. Eng., Director of Traffic Services

DATE: 1987 November 11

TO: Transport and Environment Committee

Refer To File No. TEC-232-87

Attention Of: M. Hazell

Your File No. 3.9.6

SUBJECT

Intersection of Franklin Road and East 27th Street - Request for a School Traffic Officer

RECOMMENDATIONS

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Franklin Road and East 27th Street at this time.

Murray F. Main

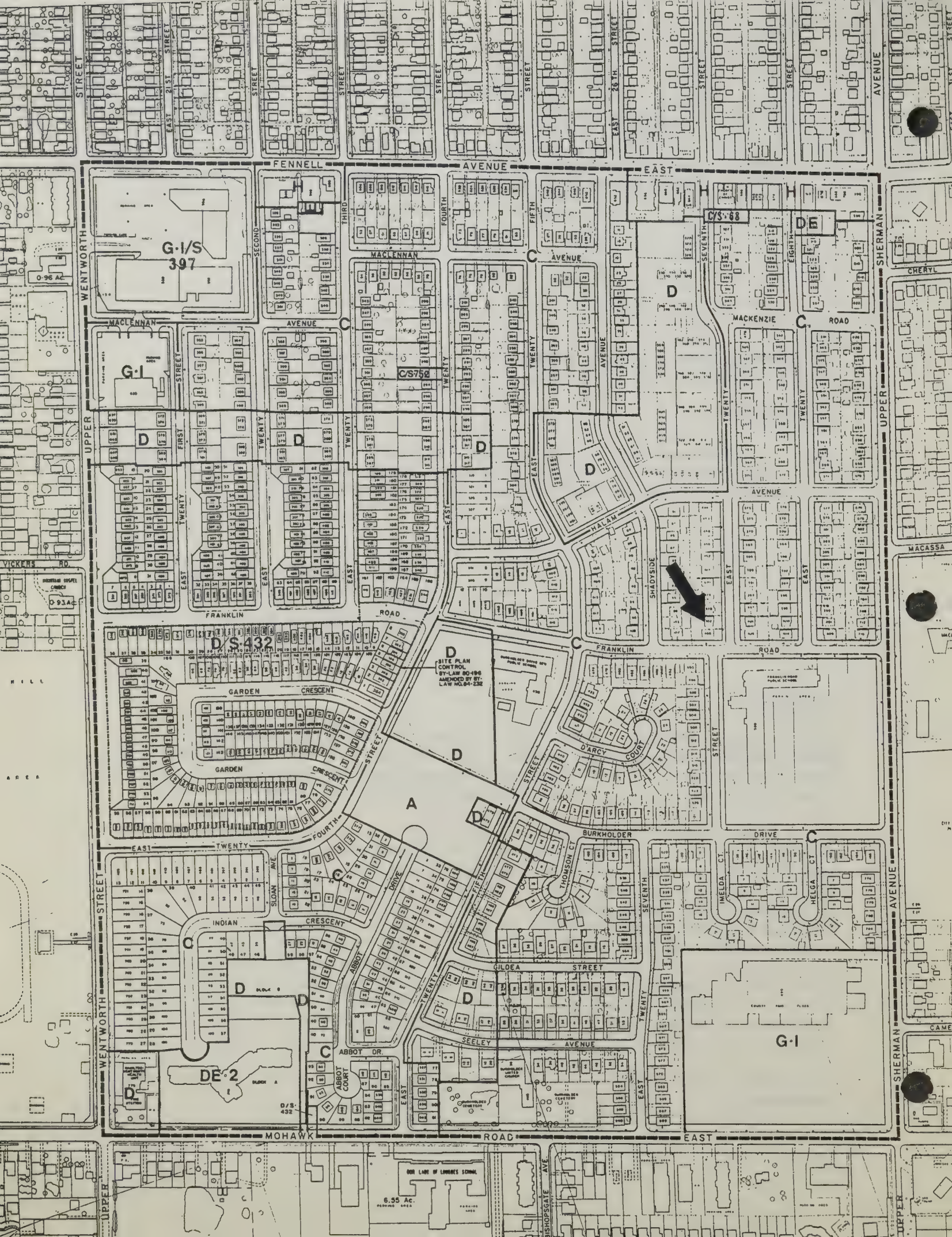
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Alderman Henry Merling has advised of a request from area residents that a School Traffic Officer be assigned to the intersection of Franklin Road and East 27th Street. In accordance with the approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The intersection of Franklin and East 27th is a four-leg intersection. However, the north and south legs of this intersection are offset by approximately 30 feet and presently, the intersection of the north leg of East 27th and Franklin is controlled by a three-way stop, while northbound traffic on the south leg is required to stop for traffic on Franklin. The Regional Police conducted studies at this location under normal school crossing conditions on 1987 October 28, and observed that there were regular safe gaps in traffic at the intersection, and the children had no problem crossing at this intersection in the marked crosswalks. The Regional Police also advised that some children crossed with the aid of teachers or parents. Therefore, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Franklin Road and East 27th Street.

The Traffic Department concurs with the recommendation of the Regional Police Department.


FENNELL AVENUE EAST
MOHAWK ROAD EAST
WENTWORTH STREET
SHERMAN AVENUE
UPPER
MACKENZIE ROAD
FRANKLIN ROAD
MACLENNAN AVENUE
HALAM AVENUE
SEELEY AVENUE
GILDEA STREET
BURKHOLDER DRIVE
ABBOT DR.
ABBOT COURT
GARDEN CRESCENT
INDIAN CRESCENT
D'ARCY COURT
THOMSON CT.
IMELDA CT.
HELGA CT.
SHADYSIDE
CHERYL
MACASSA
VICKERS RD.
G-1/S 397
G-1
G-1
DE-2
D/S-432
D/S-432
C/S-752
C/S-68
D
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
A
H
C
DE
0.96 Ac.
6.55 Ac.
OUR LADY OF LOURDES SCHOOL
BISHOPSGATE AVE.

6(j)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 11

TO Transport and Environment Committee

Refer To File No. TEC-233-87

Attention Of M. Hazell

Your File No. 3.9.6

SUBJECT

Intersection of Upper Wellington Street and South Bend Road - Request for a School Traffic Officer

RECOMMENDATIONS

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Upper Wellington Street and South Bend Road.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

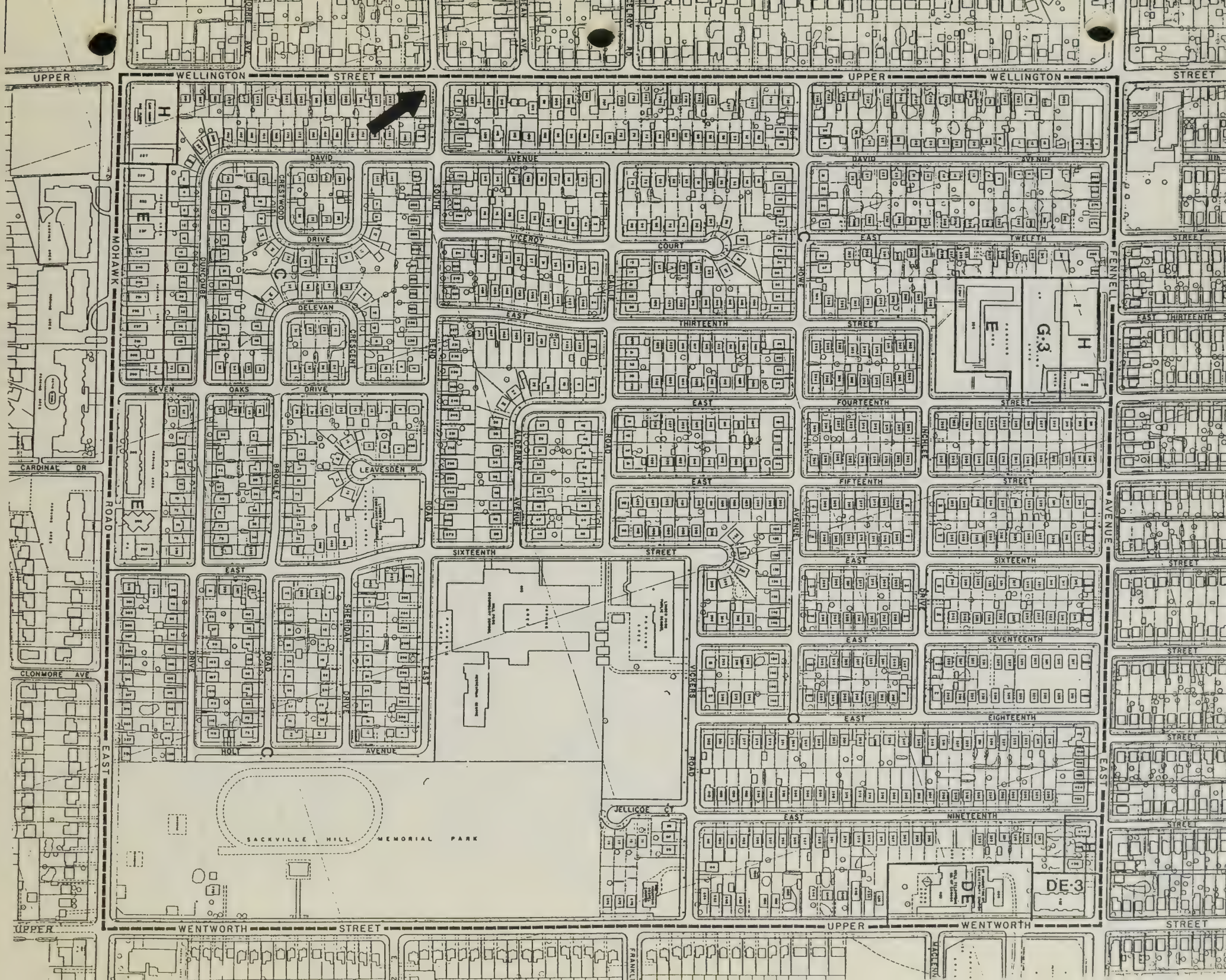
BACKGROUND

Alderman Henry Merling has advised of a request from area residents that a School Traffic Officer be assigned to the intersection of Upper Wellington Street and South Bend Road. In accordance with the approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The Regional Police conducted studies at this location under normal school crossing conditions on 1987 October 22 and 23, and observed that there were no safe gaps in traffic on Upper Wellington. The Regional Police have advised that there are a only six students crossing at this location, five of which are from two families registered in the French Emersion Program at Norwood Park and are driven from time to time. The remaining child has chosen to go to Linden Park School, which is out of his residential boundary. The Regional Police have expressed their opinion that when parents choose to enter their children in a school which offers a French Emersion Program it is the parents responsibility to transport them to and from school, and the same applies to parents whose children attend a school out of their residential boundary. The

Regional Police have also advised that the Hamilton Board of Education makes no provision to transport French Emersion students. For these reasons, the Regional Police have recommended that a School Traffic Officer not be assigned to the intersection of Upper Wellington Street and Southbend Road.

Due to the extremely small number of children crossing at this intersection, and the fact that most are being driven at the present time, the Traffic Department concurs that a School Traffic Officer is not warranted at this intersection, at this time.


UPPER WELLINGTON STREET
UPPER WELLINGTON STREET
DAVID AVENUE
DAVID AVENUE
MOHAWK ROAD
CRESTWOOD DRIVE
DUNCOMBE ROAD
DELEVAN CRESCENT
SOUTH BEND ROAD
VICEROY COURT
ROWE AVENUE
EAST THIRTEENTH STREET
EAST TWELFTH STREET
FENNELL AVENUE
SEVEN OAKS DRIVE
BROMLEY ROAD
LEAVESDEN PL
ELDERNEY AVENUE
EAST FOURTEENTH STREET
EAST FIFTEENTH STREET
INCHBURY AVE
EAST SIXTEENTH STREET
EAST SEVENTEENTH STREET
EAST EIGHTEENTH STREET
EAST NINETEENTH STREET
CARDINAL DR
CLONMORE AVE
SHERIDAN DRIVE
HOLT AVENUE
VICKERS ROAD
JELLICOE CT
SACKVILLE HILL MEMORIAL PARK
UPPER WENTWORTH STREET
UPPER WENTWORTH STREET
E-3
G-3
DE-3

6(K)

FOR ACTION

FROM Murray F. Main, P. Eng.,
Director of Traffic Services

DATE 1987 November 09

TO Transport and Environment Committee

Refer To File No. TEC-221-87

Attention Of M. F. Main

SUBJECT

Letter from Ms. Darlene McGrath - 4 Kinrade Avenue, Hamilton.

RECOMMENDATION

That:

- the Committee receive this report; and
- a copy of this report be forwarded to Ms. Darlene McGrath.

Murray F. Main, P. Eng
Director of Traffic Services

BACKGROUND

A recent fatal collision at the intersection of Cannon Street and Catharine Street prompted a letter by Ms. Darlene McGrath, addressed to the Honourable David Peterson, with copies to Sheila Copps and His Worship Mayor Robert M. Morrow. Subsequently, the Mayor asked that the matter be considered by the Transport and Environment Committee.

The letter, unfortunately, is based upon a number of erroneous statements, and the following remarks are intended to correct some of the misapprehensions.

1. It was stated that the collision involved one of several children who were crossing the intersection of Cannon and Catharine on foot. However, the collision report states that the collision involved a four year old child on a "youths bike", who was riding southerly on Catharine Street North and drove into the side of a semi-trailer truck which was turning right from Catharine to Cannon. Because of a small radius, the driver of the truck was physically required to turn from the second lane from the curb in order to turn without driving over the sidewalk, and the child was southbound in the curb lane and apparently ran under the truck. Thus, the collision had nothing to do with crosswalks at unsignalized intersections or with the timing of pedestrian signals.

2. The letter stated that a large tractor trailer trucks are permitted to drive on side streets in the City of Hamilton while such is not the case in other cities including Toronto. In fact, this is not correct. Large trucks are permitted to make deliveries to premises on minor streets, as is the case in all cities in North America. The trucks are required to take the shortest distance to and from the truck route, and it is universally recognized that large trucks must be permitted to make such movements in order to accommodate the needs of business and citizens. Otherwise, it would not be possible to make fuel oil deliveries, furniture deliveries or to permit large trucks to move people in and out of their home.

3. The letter to the Honourable David Peterson asked why it is not mandatory in all cities and towns in Ontario that all vehicles allow the right-of-way to the pedestrian, and it was suggested that the vehicles should stop at all crosswalks and give right-of-way to pedestrians at locations where there are no traffic signals. However, this is a matter of provincial jurisdiction, which is generally compatible with legislation in other states and provinces in North America. While this question should be answered by the Ministry, a state of absolute chaos would exist if motorists were required to yield right-of-way to pedestrians at every intersection in the City, particularly on arterial roads. Furthermore, it would be out of the question for Ontario to adopt regulations where completely inconsistent and incompatible with regulations in other North American jurisdictions.

4. It was stated that children do not understand that the flashing "red hand" at a traffic signal means that they should stop, and further, that the red hand does not stop flashing until the light has actually turned red. Needless to say, pedestrians are not required or expected to stop when the flashing indication begins, but are only meant to not to commence crossing the roadway after the flashing begins. However, once having begun to cross legally, they are expected to continue their crossing while the flashing indication is being shown, and this is the safety measure which allows adequate time for pedestrians to safely cross roadways prior to the conflicting green indication being exhibited to motorists. This system is common through all jurisdictions in North America. The adoption of a bizarre and inconsistent operation in Ontario would be extremely dangerous.

5. The letter is summarized by asking Premier Peterson what steps can be taken to change the regulations in Ontario to require that all motorists yield right-of-way to pedestrians at all crosswalks in Ontario. As indicated above, such legislation would be inconsistent and incompatible with legislation in all jurisdictions in North America, and cannot be supported.

In summary, the letter is based on erroneous assumption, and is addressed to the Premier of Ontario, with a request related to Provincial matter, and since the Department does not support the request, no action is appropriate by the City.

6(l)

FOR INFORMATION

FROM Murray F. Main, P. Eng., Director of Traffic Services **DATE** 1987 November 06

TO Transport and Environment Committee **Refer To File No.** TEC-229-87

Attention Of H. Solomon

Your File No. 3.9.1

SUBJECT

Cost Sharing Arrangements - New Traffic Operations Centre

BACKGROUND

At the 1987 October 19 meeting of the Transport and Environment Committee, a recommendation to the Executive Committee for the provision of funding for the new Traffic Operations Centre was approved. Additionally, the concept that the capital cost of the new building be shared between the City and Region on the basis of the actual division of outside operations activities was also approved. The Committee requested that additional research be undertaken into the Traffic Department activities to verify the cost sharing percentage.

The 1986 year end expenditures and the 1987 expenditures to date have been examined. Senior Treasury Department staff have been consulted and have verified the calculation procedure. In 1987, the Traffic Department has taken the responsibility for one major new Regional project, that of painting longitudinal markings on all Regional roads, outside the City of Hamilton. As such, 1987 is felt to be more representative of the Department's activities than 1986.

At this point in time in 1987, the Traffic Department outside operation activities are approximately 65 percent Regional in content. It is proposed that this figure be used for the initial budget computations. As soon as the year end figures for 1987 are available, a final percentage will be computed and this value will serve for all subsequent cost sharing computations. As no major changes in our operational strategy are anticipated in the next few years, the use of the final 1987 figures will be representative.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

7(a)

FOR ACTION

FROM K. A. Rouff, City Solicitor **DATE** 1987 October 26

TO Transport and Environment Committee **Refer To File No.** 65-1.600

RECEIVED

OCT 27 1987

Attention Of Sonia L. Light

Your File No.

CITY CLERKS

SUBJECT

By-law to Widen Elmore Drive by Incorporating Therein Parts 10 & 11, Plan 62R-8311

RECOMMENDATION

That City Council enact the attached by-law on November 24, 1987 in accordance with the authorization contained in the 14th Report of the Transport and Environment Committee, Item 7(a), adopted by City Council on October 13, 1987.

BACKGROUND

City Council on October 13, 1987, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 87 -

TO WIDEN ELMORE DRIVE
BY INCORPORATING THEREIN
PARTS 10 & 11, PLAN 62R-8311

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to widen a portion of the highway known as Elmore Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Elmore Drive.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this 24th day of November A.D. 1987.

City Clerk Mayor

(1987) 14 R.T.E.C. 7(a), October 13

SCHEDULE "A"

Parcel 1' Reserves-1, Section M-279

Part of Block "F", Plan M-279

designated as Parts 10 & 11, Plan 62R-8311

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Land Titles Division of Wentworth (No. 62)

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 87 -

TO WIDEN ELMORE DRIVE
BY INCORPORATING THEREIN
PARTS 10 & 11, PLAN 62R-8311

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to widen a portion of the highway known as Elmore Drive by incorporating within its limits the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway to form part of Elmore Drive.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this 24th day of November A.D. 1987.

City Clerk Mayor

(1987) 14 R.T.E.C. 7(a), October 13

SCHEDULE "A"

Parcel 1' Reserves-1, Section M-279

Part of Block "F", Plan M-279

designated as Parts 10 & 11, Plan 62R-8311

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Land Titles Division of Wentworth (No. 62)

3:00 P.M (a)

I.D. #0043D (24)

NOV - 9 1987

FOR ACTION

FROM Department of Engineering DATE November 5, 1987

TO Transport & Environment Committee Refer to File No. 816-59H

Attention Of R. P. Meiers

Your File No. 3-11.10.2

SUBJECT

Princess Street from Sherman Avenue to the East End, Proposed Construction of Finished Roadway and Curb (North Side Only)

RECOMMENDATION

(1) That the Transport and Environment Committee recommend to the Executive Committee that the construction of a finished roadway and concrete curb (north side only) on Princess Street from Sherman Avenue to the east end as a local improvement not be proceeded with since a sufficiently-signed petition against the work has been received by the City Clerk.

(2) That Item 4 of the 11th Report of the Executive Committee which was approved by Council on May 12, 1987, be rescinded.

(3) That consideration be given to including the reconstruction of the sidewalk on the south side of Princess Street at the above-noted location, including regrading and surface-treating the roadway and installing additional catch basins in the 1988 Preliminary Reconstruction Program.

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

At the August 17, 1987 meeting of your Committee, a report concerning the construction of Princess Street was tabled pending a meeting with Stelco by Alderman Valeriano.

Cont'd ....

Princess Street from Sherman Avenue to the East End, Proposed Construction of Finished Roadway and Curb (North Side Only)

Cont'd ....

On May 12, 1987, Council in adopting Item 4 of the 11th Report of the Executive Committee, approved the construction of the above-noted works under Section 12 of The Local Improvement Act. Under Section 12 of the Act, the work may proceed, unless a sufficiently-signed petition against the work is received by the City Clerk. In order for the petition to be sufficiently-signed against, it must be signed by a majority of the owners and the assessed value of their lots must be at least 50% of the total assessed value of the lots abutting the works.

We have been notified by the Clerk that 5 of the 8 owners have signed the petition against the work. The assessed value of their lots is $335,143.00 which represents 94% of the total assessed value ($358,311.00) of the lots on Princess Street.

A meeting was held on Princess Street with Alderman Valeriano, representatives from this department, the Public Works Department and the owners on Princess Street to discuss the alternatives that may be available to rehabilitate Princess Street. In a letter dated October 14, 1987, the following alternatives were outlined to each of the 8 owners.

(1) Construct a finished roadway and mountable concrete curb (on the north side only) and reconstruct the sidewalks on the south side.

(2) Construct a finished roadway and reconstruct the sidewalks on the south side.

(3) Regrade and surface-treat the roadway (stone chips and tar) and reconstruct sidewalks on the south side).

Each of these alternatives would involve the installation of additional catch basins to alleviate ponding problems on the street.

Seven of the eight owners responded to the letter, five in favour of Alternative 3 and two in favour of Alternative 2.

Cont'd ....

Princess Street from Sherman Avenue to the East End, Proposed Construction of Finished Roadway and Curb (North Side Only)

Cont'd ....

CONCLUSIONS

Based on the responses received, we recommend that the construction of a finished roadway and curb (north side only) on Princess Street not be proceeded with under The Local Improvement Act. However we recommend that the sidewalk on the south side be reconstructed, the roadway be regraded and surface-treated and a suitable number of catch basins be installed to alleviate the drainage problems.

RPM:mm

c.c. G. S. Spencer, Director, Engineering Services
Att: K. Lapins

c.c. Public Works Department
Att: J. G. Pavelka, Director

3:00 P.M (6)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 11

TO Transport and Environment Committee

Refer To File No. TEC-231-87

Attention Of M. Hazell

Your File No. 3.9.2

SUBJECT

Mr. T. Nixon, 25 East 19th Street - Request for a Reserved Permit Parking Space

RECOMMENDATIONS

That no action be taken on the request by Mr. T. Nixon, 25 East 19th Street, for a reserved permit parking space on the street in front of his home.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Alderman Henry Merling has forwarded to the Traffic Department a copy of a letter from Mr. T. Nixon, 25 East 19th Street, requesting that he be permitted to appear before the Transport and Environment Committee to discuss the need for a reserved permit parking space on East 19th Street in front of his home. Attached for the Committee's information, are copies of previous correspondence related to this matter.

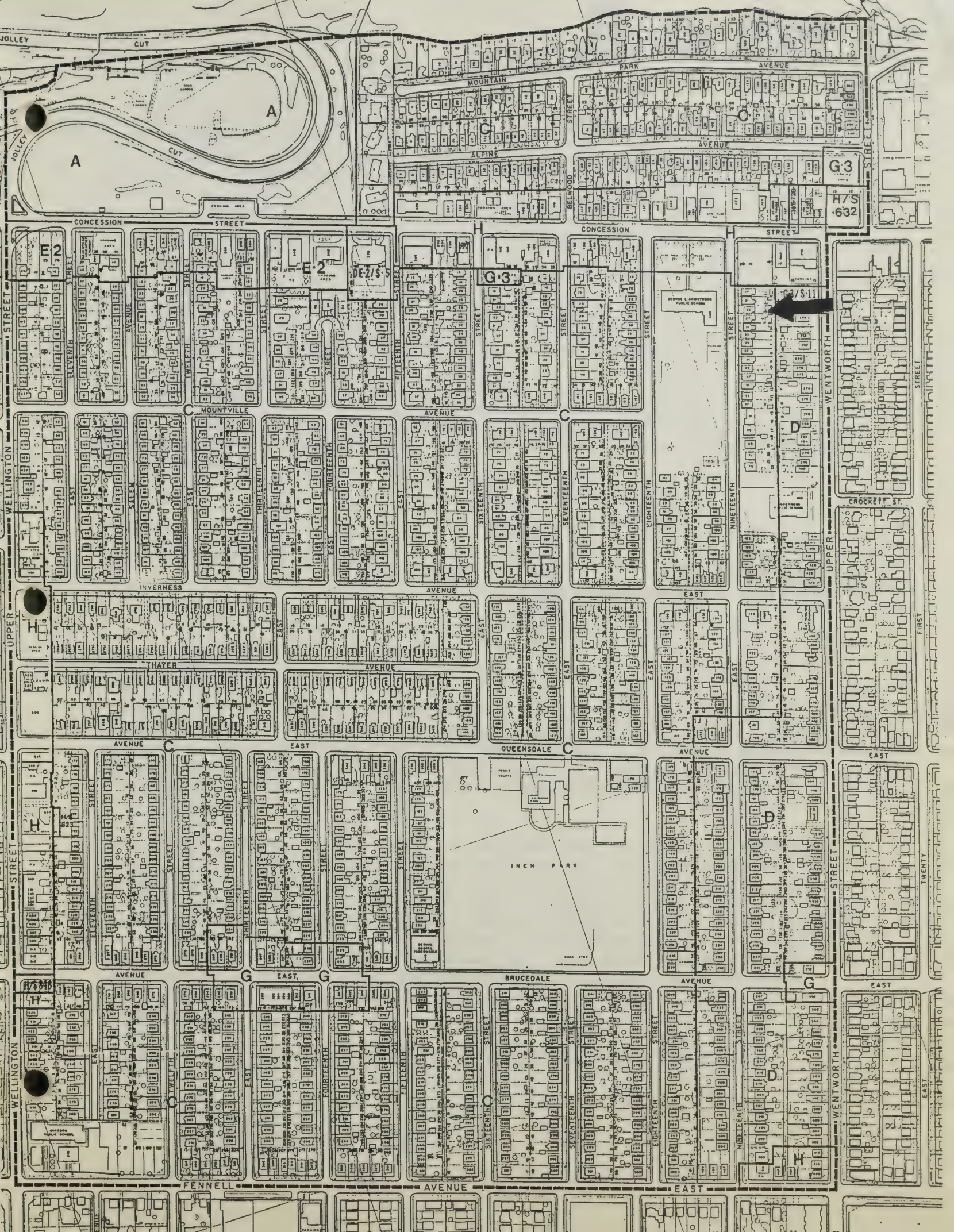
Mr. Nixon has expressed concern in his letter regarding excessive non-resident parking on East 19th Street by patrons of the Hillcrest Restaurant on Concession Street and regarding buses being illegally parked on the west side of the street during charter operations, associated with George L. Armstrong School. In the past, the Hamilton Street Railway have asked their drivers to stop the charter buses on the south side of Concession in front of the school (whenever possible). Parking conditions on East 19th Street in this area were reviewed by the Ward Alderman, the Traffic Department and the Transport and Environment Committee in 1986. Alderman Merling circulated a questionnaire to the residents, and the results indicated that 15 of the 19 residents were in favour of having a parking time limit implemented on the street. The

regulation was subsequently approved by the Committee and by the City Council on 1986 November 25. However, following erection of the parking time limit signs, a petition again signed by a majority of the residents in the block requested that the regulation be removed. The removal of the regulation was approved by the Committee and City Council and the parking time limit signs were subsequently removed on 1987 January 30.

Following removal of the parking time limit, the resident of No. 17 East 19th Street requested a reserved permit parking space on the street in front of his home. After considerable discussion, in which it was revealed that the applicant's son was handicapped, the Committee and subsequently the City Council approved the implementation of one permit parking space in front of this property. Mr. Nixon has, on several occasions, also requested that a reserved parking space be implemented in front of his home.

An investigation has revealed that Mr. Nixon has executed an agreement with the City and installed a residential boulevard parking space in front of his home. Therefore, because of the location of the driveway approach ramp in front of his property, approval of Mr. Nixon's request would mean that one of the sign posts associated with a reserved permit parking space would be located on the boulevard in front of an adjacent residential property, and this might result in complaints from this resident. However, it is most important to note that the granting of a driveway approach to Mr. Nixon for boulevard parking has removed one parking space from the street.

In summary, parking conditions on East 19th Street have been reviewed in the past, and it is apparent that a majority of the abutting residents are not in favour of a permit parking or a time limit parking regulation in the block. Mr. Nixon has applied for and been granted a residential boulevard parking space to assist him with his parking difficulties, and it is unclear why he would require a reserved on-street parking space as well. It is the position of the Traffic Department that single reserved spaces on the street should be granted only to handicapped persons who have been so designated by the Commissioner of Social Services and who do not have any alternative off-street parking spaces. Therefore, the Traffic Department cannot recommend that a reserved permit parking space be implemented in front of No. 25 East 19th Street.


JOLLEY CUT
A
MOUNTAIN PARK AVENUE
ALPINE AVENUE
BELWOOD STREET
CONCESSION STREET
G-3
H/S 632
E-2
DE-2/S-5
G-3/S-11
MOUNTVILLE AVENUE
INVERNESS AVENUE
THAYER AVENUE
QUEENSDALE AVENUE
BRUCEDALE AVENUE
FENNELL AVENUE EAST
WELLINGTON STREET
UPPER WENTWORTH STREET
CROCKETT ST.
INCH PARK
ELEVENTH STREET EAST
TWELFTH STREET EAST
THIRTEENTH STREET EAST
FOURTEENTH STREET EAST
FIFTEENTH STREET EAST
SIXTEENTH STREET EAST
SEVENTEENTH STREET EAST
EIGHTEENTH STREET EAST
NINETEENTH STREET EAST
TWENTY STREET EAST
FIRST STREET EAST

3:00 P.M (C)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 10

TO Transport and Environment Committee

Refer To File No. TEC-230-87

Attention Of M. Hazell

Your File No. 3.9.1

SUBJECT

Letter from the President of St. Patrick's Parent Council.

RECOMMENDATIONS

That the Traffic Department be directed to investigate and report back on the various traffic control measures requested by the President of St. Patrick's Parent Council.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Attached for the Committee's information is a copy of a letter from the President of St. Patrick's Parent Council, requesting that various traffic control measures be implemented in the area bounded by Wellington Street, Stinson Street, Sanford Avenue and Cannon Street. Alderman Pat Valeriano recently provided a copy of this letter to the Traffic Department for investigation.

The letter contains a large number of requests, many of which are repeated for several locations. In total, 67 separate items are listed which would require investigation. It is estimated that preparation of a report responding to each item individually would require a minimum of two to three person-weeks of staff time. Notwithstanding the investigation effort involved in assessing the feasibility and necessity of the requested changes the Traffic Department has a general concern that the letter does not clearly define the specific nature of concerns related to traffic conditions, but merely requests a large number of actions without regard for their effectiveness.

In any case, it is recommended that the matter be referred to staff for investigation.

1. Intersection of Victoria Avenue and Main Street

- "No Right Turn on Red" restriction for northbound traffic on Victoria at Main.
- "Overhead Flashing Sign and Speed Monitor, or Radar Enforced Sign, or Pre-warning of Light Status."
- "Seniors and Children - Caution" sign.
- Defined Truck Lane.
- "No Left Turn on Red" restriction for eastbound traffic on Main at Victoria.
- Left Turn Arrow

2. Intersection of Victoria Avenue and King Street

- "No Left Turn on Red" restriction for northbound traffic on Victoria at King
- Left Turn Arrow.
- "No Right Turn on Red" restriction for westbound traffic on King at Victoria.
- Right Turn Arrow.
- "Seniors and Children - Caution" sign.

3. Intersection of Main Street and Wellington Street

- "No Left Turn on Red" restriction for southbound traffic on Wellington at Main.
- Left Turn Arrow Only.
- "No Right Turn on Red" restriction for eastbound traffic on Main at Wellington.
- Turn Signal for Turns Only.
- "Seniors and Children - Caution" sign.

4. Intersection of King Street and Wellington Street

- "No Left Turn on Red" restriction for eastbound traffic on King at Wellington.
- Left Turn Arrow Only.
- "No Right Turn on Red" restriction for southbound traffic on Wellington at King.
- Turn Signal for Turns Only.
- "Seniors and Children - Caution" sign.

5. Intersection of Wilson Street and Victoria Avenue

- "No Right Turn on Red" restriction for northbound traffic on Victoria at Wilson.
- Left Turn Arrow Only.
- "No Left Turn on Red" restriction for eastbound traffic on Wilson at Victoria.
- Turn Signal for Turns Only.

6. Intersection of Wilson Street and Wellington Street

- "No Left Turn on Red" restriction for southbound traffic on Wellington at Wilson.
- Left Turn Arrow Only.
- "No Right Turn on Red" for eastbound traffic on Wilson at Wellington.
- Turn Signal for Turns Only.

7. Intersection of Cannon Street and Victoria Street

- "No Left Turn on Red" restriction for northbound traffic on Victoria at Cannon.
- Left Turn Arrow Only.
- "No Right Turn on Red" restriction for westbound traffic on Cannon at Victoria.
- Turn Signal for Turns Only.

8. Intersection of Cannon Street and Wellington Street

- "No Left Turn on Red" restriction for westbound traffic on Cannon at Wellington.
- Left Turn Arrow Only.
- "No Right Turn on Red" restriction for southbound traffic on Wellington at Cannon.
- Turn Signal for Turns Only.

9. Intersection of Main Street and Sanford Avenue

- "No Left Turn on Red" restriction for eastbound traffic on Main at Sanford.
- Left Turn Arrow Only.
- "No Right Turn on Red" restriction for northbound traffic on Sanford at Main.
- Turn Signal for Turns Only.
- extend "Walk" signal across Main Street.

10. Intersection of King Street and Sanford Avenue

- "No Left Turn on Red" restriction for northbound traffic on Sanford Avenue at King.
- Left Turn Arrow Only.
- "No Right Turn on Red" restriction for westbound traffic on King at Sanford.
- Turn Signal for Turns Only.
- extend "Walk" signal across King Street.
- "Seniors and Children - Caution" sign

11. Intersection of King Street and Wentworth Street

- "No Left Turn on Red" restriction for westbound traffic on King at Wentworth.
- "No Right Turn on Red' restriction for southbound traffic on Wentworth at King.
- Turn Signal for Turns Only.

12. Intersection of Main Street and Wentworth Street

- "No Left Turn on Red" restriction for southbound traffic on Wentworth at Main.
- "No Right Turn on Red" restriction for eastbound traffic on Main at Wentworth.
- Turn Signal for Turns Only.

13. Intersection of Cumberland Avenue and Wentworth Street

- A sign posted at Cumberland Avenue and Wentworth Street - "Residential Area, Speed Limit 40 k/hr".

14. Intersection of East Avenue and King Street

- Automatic or Crossing Guard operated crossing lights.

15. Intersection of Main Street and East Avenue

- Automatic or Crossing Guard operated crossing lights.

16. Intersection of Rutherford Street and Wentworth Street

- "The placement of definite eye-level signs posted turn lanes"

17. Intersection of Charlton Avenue and Wentworth Street

- "No Right Turn, 7:00 a.m. to 9:00 a.m. 3:00 p.m. to 4:30 p.m." for northbound traffic on Charlton at Wentworth.

18. Intersection of Hunter Street and Wellington Street

- Stop sings on Wellington at Hunter.

19. Intersection of Stinson Street and Victoria Avenue

- Curb cuts at the intersection of Stinson and Victoria.
- Crossing Guard and/or lights with restrictive turns.

20. Intersection of Erie Avenue and Stinson Street

- Stop sign on Stinson at Erie
- Crossing Guard at Erie and Stinson.

21. Intersection of Emerald Street and Stinson Street

- Crossing Guard at Emerald and Stinson.

22. Miscellaneous

- stop signs and speed bumps at alley entrance to Wellington, south of Main.

St. Patrick's Parent Council,
Thursday, September 24, 1987.

Dear Mr. Perri,

With regards to our conversation in June, concerning our request from the School Board for large, errected, warning signs to slow down traffic flow and provide a safer environment for our children, we appreciate your concern and support. Could you please give us an update on the progress of this request?

If there is any way we can help you to assist in this matter, please contact us.

Thanking you in advance,

Hal Costie

Hal Costie 5274955
President,
St. Patrick's Parent Council

St. Patrick's Parent Council,
Thursday, September 24, 1987.

Dear Mr. T. Perri and Mr. M. Cupido,

We, the St. Patrick's Parent Council, with the support of parents, children, seniors, pedestrians, schools, and area businesses, wish your support in helping to make our areas safer for all the above in regards to the present traffic situation.

The downtown neighbourhoods are coming back. We need your help due to the tremendous change caused by the numerous accesses built (virtually highways) in our neighbourhoods.

We realize they are here to stay, but we would like to have some form of compensation from the City Hall in making a safer traffic flow, so that our seniors and children do not have to fear for thier lives while crossing our streets. This would therefore make the neighbourhoods more desirable for families <u>again</u> which in turn will increase the student population and strengthen the parish community.

These are all very real and important concerns. They should not be taken as chronic complaints, but a accidents ready to happen.

Please find enclosed a list of recommendations showing concerns of the area residents.

We realize that we will get the support from our School Board. Without your support in the past and present, we would be unable to accomplish our goals and dreams.

Thanking you in advance,

Hal Costie

Hal Costie,
President,
St. Patrick's Parent Council

P.S. You will find other area groups deeply concerned and express the same problems. (ie. Stinson St. Home and School Association, Ontario Neighbourhood Improvement Plan group, Concerned Citizens of Stinson St. Area group, and the Corktown-Stinson Neighbourhood Association.)

Please find listed below some recommendations for Traffic Control, listed by members of the Parent Council of St. Patrick's School. The areas and reasons are indicated on the enclosed map.

Clairmont Access: North bound, approaching Main St. and joining with Victoria Ave.

1 No Right Turn onto Main St. on red light.

2 Overhead flashing sign and speed monitor,
or
Radar Enforced sign,
or
prewarning of light status.

3 Sign posted near Hunter St. - "Seniors & Children-Caution".

4 A definite truck lane, ie. 2nd lane from right side.

5 "Stop Signs" and Speed Bumps at paved alley way intersections from Wellington St. to Emerald Ave. ie. Wellington St. alley access is a blind access.

6 At Main St. approaching Victoria Ave.;
a) No left turns on red light
b) Left Turning arrow only

7 At Victoria Ave. approaching King St.;
a) No Left Turn on red light
b) Left Turning arrow only

8 At King St. approaching Victoria Ave.;
a) No Right Turn on red
b) Right Turning on arrow only

9 Crossing lights, either automatic or operated by the crossing guards, at East Ave. & King St. and East Ave. & Main St.

Stinson Street Area;

10 Crossing Guard and/or lights with restrictive turns. ie. 3 way stop does not allow for people trying to cross at the intersection. Also on the corners of Stinson St. and Victoria Ave Curb Cuts should be made.

11 "Stop" sign at the intersection of Erie Ave. & Stinson St.,
or

12 Crossing Guard at Erie Ave. & Stinson St. or

Stinson Street Area

12 continued
Crossing Guard at Emerald St. & Stinson St.

13 At the intersection of Rutherford & Wentworth Sts. the placement of definite, eye-level signed posted Turn Lanes. Many people will make left turns from the right hand lane.

14 Downbound traffic from Charlton Ave. onto Wentworth Street; a No Right Turn from 7am, - 9 am. & from 3 pm. - 4:30 pm. sign posted at Cumberland Ave.

15 A sign posted at Cumberland Ave. & Wentworth St.; Residential Area Speed Limit 40 Km/hr.

16 At the intersection of Main St. & Wentworth St.;
a) No left turn onto Main St. on red light
and
b) No right turn onto Wentworth St. on red light
or
c) Turn signal for turns only.

17 At the intersection of King St. & Wentworth St.;
a) No left turn onto Wentworth St. on red light
and
b) No right turn onto King St. on red light
or
c) Turn signal for turns only.

18 It is very difficult to cross a these intersections; especially during rush hours because of the number of vehicles wishing to make turns;
At the intersections of Main St. & Wellington St. and King St. & Wellington St.
Same as #6, #7, #8, #16, #17

19 Because of the pedestrian traffic to and from the Community Centre, some form of posting: ie. "Stop" signs should be posted at the intersection of Wellington St. & Hunter St. to allow people to cross Wellington St. without taking a chance with their lives. It would facilitate left turns from Wellington St. onto Hunter St. at rush hour.
and/or,
Keep the existing crossing guard and errect a 3 way stop at Stinson St. & Wellington St.

20 At the intersection of Wilson & Victoria Sts. and Wilson and Wellington Sts. treatment # 18

21 At the intersections of Cannon St. & Victoria; and Cannon St. & Wellington St., we suggest the same treatment as #20.

22 At the intersection of Main St. & Sanfrod Ave.
a) Similar treatment as #21
and
b) Extend the period of "walk" (Main St.)
ie. 30 Sanford S. Seniors Complex

23 At the intersections of Sanford Ave. & King St., we recommend the similar treatment as #22.

We also give the same suggestions of treatments to these streets and areas; Wellington St. at Main St. and at King St.; Victoria Ave. at Main St. and at King St.; Sanford Ave. at Main St. and at King St.
as those found in #1, #3, #6, #7, #8, #18

Because of the present heavy traffic flow, crossing is made difficult for the school children, (Tweedsmuir, St. Patricks, Stinson St. School, St. Brigittes, and Dr. Davies) and the high number of seniors and handicapped in this area, (360 King St. E., Beacon Hill Lodge, 30 Sanford s., St. James Place, the apartments on Emerald St. at King St., the apartments on Tisdale and Main Sts., on Emerald St. a number of retirement homes, on Stinson St. a retirement home, and the Seniors building on Main St. at Tisdale, etc....), we hope that these recommendations will get your immediate attention to facilitate a greater degree of safety for our children, the residents of this area and for all motorists who must travel through this portion of the inner core of our city.

N
W
E
S
HARVEY
ACORN
ADAMS
AIKMAN
DELAND AVE
STINSON CT
RUTHERFORD
CUMBERLAND
CUMB.
CENTURY
NIGHTINGALE
ONTARIO
ERIE
ANSON
BUTHE
TISDALE
EMERALD
HUNTER
WEBBER
CHARLTON
FOREST
GROVE
YOUNG
REBECCA
JACKSON
KELLY
CATHCART
EVANS ST.
KING
MAIN ST.
WILLIAM
VICTORIA
EAST
WEST
CANNON ST.
SMITH
CLARENCE
HUGHES

1

TERRY M. DAY
19 Cranberry Court

15 CRANBERRY COURT — MR. & MRS. ANTE TONY MIKIC

47 HUCKLEBERRY DR

46 HUCKLEBERRY DR

46 HUCKLEBERRY DR

42 HUCKLEBERRY DR

42 HUCKLEBERRY DR

Rob Day
DONNA DAY
19 Cranberry Court

Gerald A Whitworth
Denise M Whitworth

C Mastracci
T. Mastracci

Robert White
Cathy White

TO

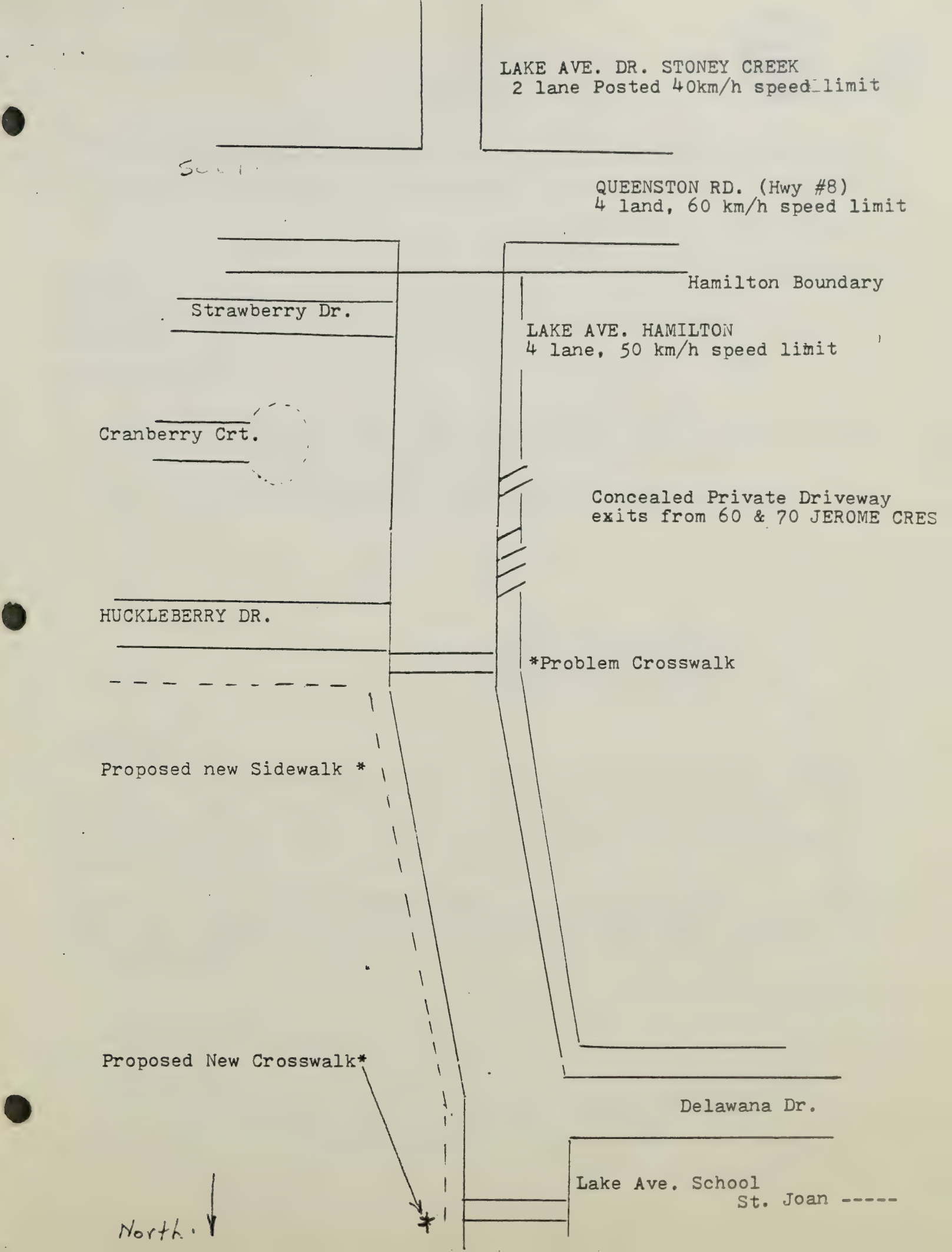
REFERENCE

Y Y M M D D

MEMORANDUM

Hamilton-Wentworth
Regional Police

NAME	ADDRESS
Jean Zehnder Ken Zehnder Rosemary (Ken's mother)	43 HUCKLEBERRY DRIVE, STONEY CREEK
Pearl Ertl	LAKE AVE.,
Anna Korompis Fred Korompis	6 BLUEBERRY DRIVE.
J. Masden	17 BLUEBERRY DR.
K. Masden	17 Blueberry Dr.
R Smith	18 Blueberry Dr.
B. Rubuto	22 Blueberry Dr.
C. Rubuto	22 Blueberry Dr
B Jackson	159 Strawberry Dr
E Jackson	" " "
Cathy Ranieri	149 Strawberry Dr
Elio Ranieri	" " "
Jim Lucas	145 " "
Mavis Lucas	145 " "
Shirley Zelbel	141 " "
Edward Zelbel	141 " "
Linda Sperry	35 CRANBERRY CRT " " "


LAKE AVE. DR. STONEY CREEK
2 lane Posted 40km/h speed limit
QUEENSTON RD. (Hwy #8)
4 land, 60 km/h speed limit
Hamilton Boundary
Strawberry Dr.
LAKE AVE. HAMILTON
4 lane, 50 km/h speed limit
Cranberry Crt.
Concealed Private Driveway
exits from 60 & 70 JEROME CRES
HUCKLEBERRY DR.
*Problem Crosswalk
Proposed new Sidewalk *
Proposed New Crosswalk*
Delawana Dr.
Lake Ave. School
St. Joan -----
North.

I.D. #0043D (1)

B ii

FOR ACTION

FROM Department of Engineering

DATE October 19, 1987

TO Transport and Environment Committee

Refer to File No. T102-02

Attention Of R.P. Meiers

Your File No. 3-11.2

SUBJECT

Request for Asphalt Path on the East side of Lake Avenue, between Huckleberry Drive and Delawana Drive.

RECOMMENDATION

1. That the Director of Public Works be authorized and directed to install a 1.5m wide stone path on the east side of Lake Avenue between Huckleberry Drive and Delawana Drive.

2. That the cost of this work, estimated at $5,000 be financed from Account 0352-0461 Paths and Walkways.

J.R.G. Leach
Commissioner of Engineering

BACKGROUND

We have received a petition signed by a number of residents in the Strawberry Hills Subdivision east of Lake Avenue and north of Queenston Road. Their petition includes a request for the construction of an asphalt path along the east side of Lake Avenue between Huckleberry Drive and Delawana Drive.

Presently there is a crossing guard at the intersection of Lake Avenue and Huckleberry Drive. There was an accident involving a former guard being hit at this location this year. The intersection is at the bottom of a hill.

Request for Asphalt Path on the East Side of Lake Avenue, Between Huckleberry Drive and Delawana Drive

The residents are proposing the crossing guard be relocated to the intersection of Lake Avenue and Delawana Drive (north side) so that the children will not have to cross Delawana Drive and several private driveway exits on the west side of Lake Avenue. The Regional Police have reviewed this proposal and concur with the relocation of the crossing guard. There is a park on the east side of Lake Avenue at this location and several single family residences near the Delawana Drive intersection. It would be necessary to construct a 1.5m wide asphalt path since there is no path for pedestrians at the present time.

Although the residents are requesting that an asphalt path be constructed, we are proposing the construction of a stone path as a temporary measure. We will recommend that a concrete sidewalk be constructed as a local improvement next year. In this manner, the stone path can be used as the base for the concrete sidewalk.

The concrete sidewalk is being proposed rather than an asphalt path since its higher initial cost, $20,000 versus $15,000 for asphalt, is offset by the lower level of annual maintenance and longer service life of a concrete sidewalk.

Financial Considerations

The estimate of cost to construct this path is $5,000. Although this item was not specifically budgeted for, there are sufficient funds in Account #0352-0461 - Paths & Walkways. The funds were intended to be used to construct the walkway to link the Fessenden-Gurnett Neighbourhoods. However, due to the land not being acquired to date, it appears unlikely that the funds will be spent this year.

RPM/ma

cc: Alderman R. Wheeler
cc: J.G.Pavelka, Director
Public Works Department
cc: M.F.Main, Director
Traffic Services
cc: E.C.Matthews
City Treasurer

B iii

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 October 27

TO Transport and Environment Committee

Refer To File No. TEC-218-87

Attention Of M. Hazell

Your File No. 3.9.6

SUBJECT

Lake Avenue between Delawana Drive and Huckleberry Drive - Relocation of School Traffic Officer

RECOMMENDATIONS

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, the School Traffic Officer which is presently situated at the intersection of Lake Avenue and Huckleberry Drive be relocated to the intersection of Lake Avenue and Delawana Drive.

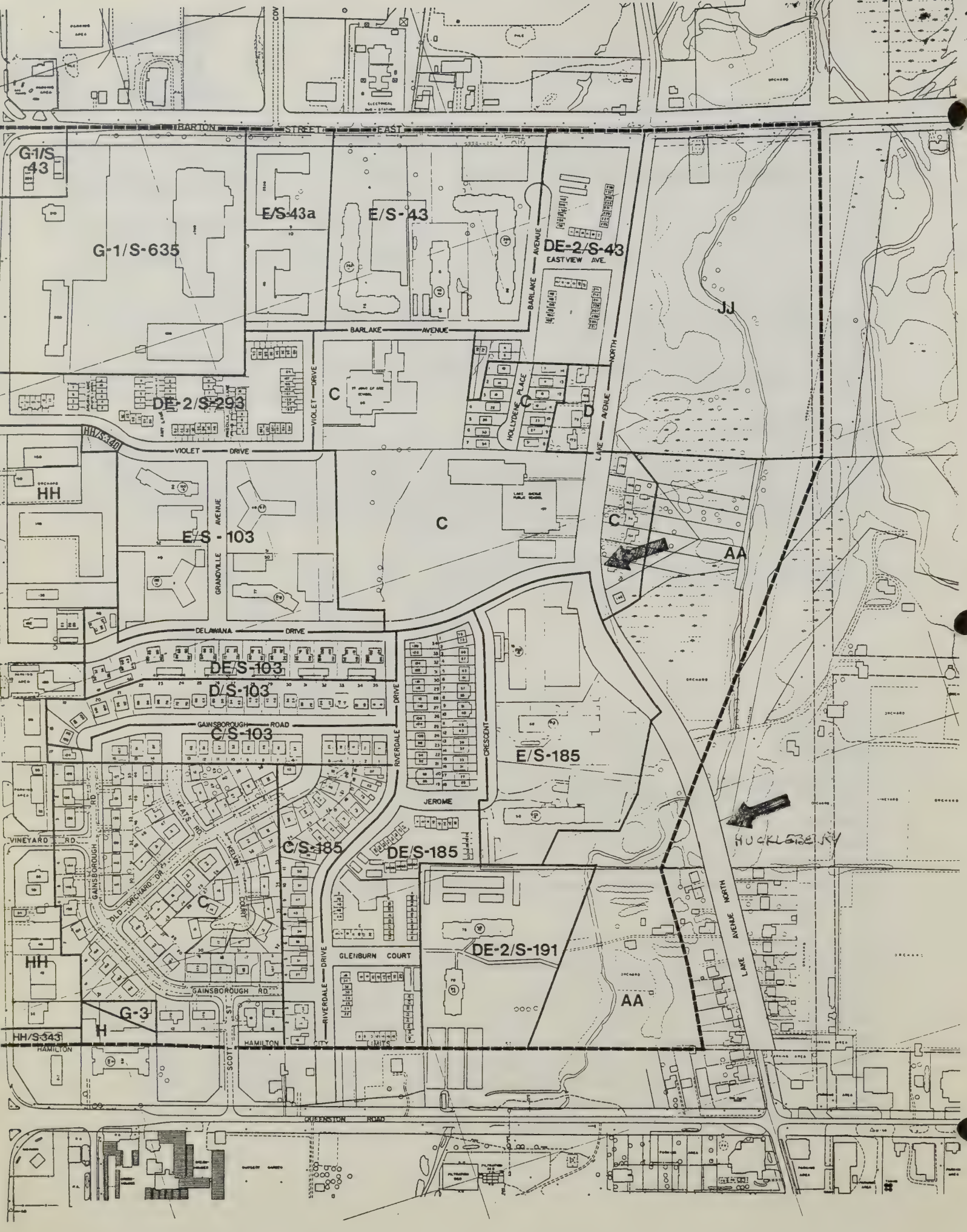
Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Alderman Reg Wheeler has forwarded to the Traffic Department a copy of a petition requesting, in part, that the School Traffic Officer which is presently situated at the intersection of Lake Avenue and Huckleberry Drive be relocated to the intersection of Lake Avenue and Delawana Drive, immediately adjacent to Lake Avenue School. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for investigation.

After reviewing conditions on Lake Avenue in this area, the Regional Police have advised that it would be appropriate from a safety point of view to relocate the School Traffic Officer to the intersection of Lake Avenue and Delawana Drive, provided that a sidewalk is installed on the east side of Lake between Huckleberry and Delawana. The Regional Engineering Department concur that a concrete walkway can be installed for pedestrians on the east side of Lake Avenue in this area, and that sufficient funds are available for this purpose. Therefore, the Traffic Department concurs with the Regional Police that it would be appropriate to relocate the School Traffic Officer to the intersection of Lake Avenue and Delawana Drive.


BARTON STREET EAST
G-1/S-43
E/S-43a
E/S-43
G-1/S-635
DE-2/S-43
EASTVIEW AVE.
BARLAKE AVENUE
JJ
DE-2/S-293
VIOLET DRIVE
HH/S-340
HH
E/S-103
GRANDVILLE AVENUE
C
D
HOLLYDENE PLACE
LAKE AVENUE NORTH
AA
DELAWANA DRIVE
DE/S-103
D/S-103
C/S-103
GAINSBOROUGH ROAD
RIVERDALE DRIVE
CRESCENT
E/S-185
JEROME
VINEYARD RD.
KEATS RD.
KELVIN COURT
C/S-185
DE/S-185
DE-2/S-191
GLENBURN COURT
GAINSBOROUGH RD.
G-3
H
HH/S-343
HAMILTON CITY LIMITS
SCOTT ST.
QUEENSTON ROAD
HUCKLEBERRY

1

Monday, October 5, 1987
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman G. Copps, Acting Chairman
Mayor R. Morrow
Alderman M. Kiss
Alderman P. Valeriano
Alderman V. Agro
Alderman P. Cowell
Alderman T. Murray

Regrets: Alderman H. Merling (Civic Business)

Also present: Mr. J. Pavelka, Director of Public Works
Mr. B. Court, Public Works Department
Mrs. B. Spademan, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. G. Aston, Regional Transportation
Mr. G. Keenan, Real Estate
Mr. G. Lake, Regional Laboratories
Sgt. F. Spadoni, Regional Police Department
Mrs. B. Price, Hamilton Safety Council Liaison
R. C. Prowse, Secretary

The Committee approved the following recommendation of the Director of Property respecting the sale of the road allowance on Raeburn Road from Eleanor Avenue to the east end of Raeburn Road:

That an Offer to Purchase executed by Louis Serafini on behalf of Bar-Brock Enterprises Ltd. on September 8, 1987 and scheduled for closing 60 days after the enactment of a by-law to sell the closed road allowance of Raeburn Road from Eleanor Avenue to the east end of Raeburn Road, be approved and completed.

NOTE: The subject road allowance measures 33 feet (10 metres) along the easterly limit of Eleanor Avenue by a depth of 153 feet (46.6 metres) more or less. The exact area is to be determined by a survey prepared by the Purchaser to the satisfaction of the Regional Surveyor. The purchase price of $22 500 is to be credited to account 0280-02. A certified deposit cheque in the amount of $2 200 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed that this Offer is conditional upon a Judge's Order being granted to close the road allowance of Raeburn Road from Eleanor Avenue to the east end of Raeburn Road.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

The Committee approved the following recommendation of the Director of Property respecting the lease of City lands north of 120 Ray Street North:

(a) That the City terminate a lease for the City lands north of 120 Ray Street North with Mr. Antonio Spoleti effective January 31, 1987.

(b) That approval be given to lease the City lands north of 120 Ray Street North to the new owner Rosa Misale at a monthly rental of $10 plus taxes (estimated to be $363.00 for 1987) effective February 1, 1987.

(c) That the City Solicitor be directed to prepare the necessary agreement.

NOTE: Revenue is to be credited to Account 0306-0513. The subject lands measure 12 feet by 66 feet, more or less and are to be used for parking purposes.

The Committee approved the following recommendation of the Director of Property respecting the sale of part of an alleyway parallel to Tisdale Avenue South between King Street East and Main Street East:

(a) That an Offer to Purchase executed by Alfred U. Oakie on behalf of the Hamilton Automobile Club on September 15, 1987 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alleyway parallel to Tisdale Avenue South between King Street East and Main Street East, be approved and completed.

NOTE: The subject parcel of land contains 882.67 square feet and is shown as Parts 1, 2 and 3 on Plan 62R-5120. The purchase price of $4 200 is to be credited to Account 0280-02. A certified deposit cheque in the amount of $400 is being held by the City Treasurer pending approval of this transaction.

(b) That an Offer to Purchase executed by Mike Henowik, Secretary-Treasurer of Maindale Properties Limited on September 14, 1987 and scheduled for closing 60 days after the enactment of a by-law to sell the closed alleyway parallel to Tisdale Avenue South between King Street East and Main Street East, be approved and completed.

NOTE: The subject parcel of land contains 64.58 square feet and is shown as Part 4 on Plan 62R-5120. The purchase price of $310 is to be credited to Account 0280-02. A cash deposit of $30 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed that these Offers are conditional upon a Judge's Order being granted to close the alleyway parallel to Tisdale Avenue South between King Street East and Main Street East.

On July 31, 1979 in adopting Item 7 of the Twenty Fourth Report of the Traffic and Engineering Committee, City Council approved an application to close the subject alleyway. Under the present legislation, the City is now required to set a price at fair market value for the alleyway to be conveyed.

The Committee approved the following recommendation of the Director of Property respecting the sale of surplus land at the north east corner of Upper Gage and Loconder Drive to 568434 Ontario Inc.:

(a) That an Offer to Purchase the property at the north east corner of Upper Gage Avenue and Loconder Drive executed by Walter Galdenzi, President of 568434 Ontario Inc. on September 29, 1987 and scheduled for closing on November 16, 1987 be approved and completed.

NOTE: The subject property has a frontage along the westerly limit of Upper Gage Avenue of 15.105 metres (49.5 feet) by a depth of 45.43 metres/56.07 metres (149.04 feet/183.96 feet) containing 547.80m^2 (5 896.66 square feet) shown as Part 1 on Plan 62R-6257. The purchase price of $11 200 is to be credited to Account 0280-02. A certified deposit cheque in the amount of
$1 000 is being held by the City Treasurer pending approval of this transaction.

It is understood and agreed that:

- This Offer to Purchase is conditional upon the Purchaser paying to the City land costs in the amount of $18 910 in addition to the purchase price set out on the first page of this Offer to Purchase,

- This Offer to Purchase is conditional upon the Purchaser entering into both a Subdivision Agreement with the Corporation of the City of Hamilton and a Subdivision Agreement with The Regional Municipality of Hamilton-Wentworth, for the subdivision entitled "Loconder Gardens"; and that this Offer to Purchase is also conditional upon the Purchaser satisfying both the City Treasurer of all the financial requirements under the Subdivision Agreement with the City, and the Regional Commissioner of Finance of all the financial requirements under the Subdivision Agreement with the Region.

- All the above conditions have to be satisfied on or before the closing date of November 16th, 1987 at which time the Regional Surveyor is directed to take the necessary actions to incorporate the one foot reserve, shown as Part 2 on Plan 62R-6257, into the road allowance by the passing of a By-law.

- If any of the above conditions are not satisfied by the closing date set out above, then this Offer to Purchase shall be null and void and the Purchaser's deposit shall be returned in full without interest or penalty.

(b) That Item One of the 11th Report of the Transport and Environment Committee, approved by City Council on July 28, 1987, be rescinded in its entirety.

NOTE: Alderman Copps indicated that she wished to be recorded as being opposed to this motion.

The Committee approved the following recommendation of the Commissioner of Transportation respecting the rescission of an encroachment agreement at 22 Fairholt Road South:

(a) That the authorization granted by City Council on September 30, 1986, in adopting Item 31 of the 16th Report of the Transport and Environment Committee respecting an Inadvertent Encroachment Agreement at 22 Fairholt Road South, be rescinded;

(b) That authorization be granted to the City Solicitor's Department to institute such legal action as may be necessary to protect the City's interests.

The Committee approved the following recommendation of the Commissioner of Transportation respecting the rescission of an encroachment agreement at 20 Burris Street:

(a) That the authorization granted by City Council on June 24, 1986, in adopting Item 54(g) of the 12th Report of the Transport and Environment Committee respecting an Inadvertent Encroachment Agreement at 20 Burris Street, be rescinded;

(b) That authorization be granted to the City Solicitor's Department to institute such legal action as may be necessary to protect the City's interests.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the Windermere Basin Rehabilitation - Implementation Strategy:

That the City of Hamilton confirm its commitment of $750 000 towards the Windermere Basin Rehabilitation Project.

NOTE: This commitment is made on the understanding that the total estimated project cost for the clean up of the Windermere Basin is $4.5 million to be shared as follows:

City	$ 750 000
Region	$ 750 000
Harbour Commission	$ 500 000
Province of Ontario	$1 250 000
Government of Canada	$1 250 000

The Committee approved the following recommendation of the Commissioner of Engineering respecting the incorporation of certain lands into Elmore Drive:

(a) That the City Solicitor be authorized and directed to prepare a By-law to incorporate PARTS 10 & 11 on Reference Plan 62R-8311 into Elmore Drive.

The Committee approved the following recommendation of the Commissioner of Engineering respecting the incorporation of certain lands into Greenhill Avenue:

(b) That the City Solicitor be authorized and directed to prepare a By-law to incorporate PARTS 7 & 8, Plan 62R-6380 into Greenhill Avenue.

The Committee approved the following recommendation of the Commissioner of Engineering respecting and application by Proctor and Gamble Inc. to establish a PCB Storage Facility at their North-east property on Burlington Street in Hamilton:

(a) That the City confirm to the Ministry of the Environment that it has no objection to the application by Proctor and Gamble Inc. to establish a temporary PCB Storage facility at their designated Burlington Street property provided that:

- The proponent's property is zoned appropriately for the proposed usage.
- The special provisions and regulations detailed by the Ontario Ministry of the Environment in their July 17, 1987 correspondence to Proctor and Gamble, be adhered to as specified.
- When PCB removal technology becomes readily available, and provincial policies regulating this type of activity are in place, Proctor and Gamble officials remove the PCB from their temporary storage site to a licensed processing facility, in a manner approved by the Ministry of the Environment.

(b) That the Minister of the Environment be requested to expedite proceedings to establish and make operational, a permanent PCB waste destruction facility.

NOTE: A motion by Alderman Copps, seconded by Alderman Kiss to request an annual report from the Ministry of the Environment on documentation of where temporary storage facilities are located within the City of Hamilton was lost.

The Committee approved the following recommendation of the Director of Traffic Services respecting an application for boulevard parking at 12 Holton Avenue North:

That the application by Bozdech Steam Bath to lease a portion of the boulevard of Holton Avenue North adjacent to No. 12 Holton Avenue North be approved, provided:

(a) That the applicant pay the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (current rate is $100.00 per year), plus taxes, if any, in addition to the $10 annual encroachment insurance charge approved by City Council on 1984 February 14.

(b) That the owner pays a one time $25 registration fee, as approved by the City Council on 1986 January 14.

(c) That the owner complies with the requirements as set out in the policy approved by City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(d) That the driveway approach, parking areas and other structures, approved by the Director of Traffic Services, be constructed and maintained at the owner's expense.

(e) That the owner executes an agreement, satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

An item respecting an application for residential boulevard parking at 34 Gladstone Avenue was tabled at the request of Alderman Valeriano.

The Committee approved the following recommendation of the Director of Traffic Services respecting the discharge of a residential boulevard parking agreement at 252 St. Clair Boulevard:

(a) That the existing Residential Boulevard Parking Agreement registered as Instrument No. 11460 C.D. to the property owner at 252 St. Clair Boulevard be discharged, at the property owner's expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and

(c) That the owner of the property be permitted to execute a revised Residential Boulevard Parking Agreement requiring that the property owner pay an annual charge of $20 for encroachment insurance and administration, rather than carry the $300 000 public liability insurance policy as previously required.

The Committee approved the following recommendation of the Director of Traffic Services respecting the discharge of a residential boulevard parking agreement at 205 Bold Street:

(a) That the existing Residential Boulevard Parking Agreement between Arthur Edwin Jones and Vivian Louise Jones and the City, registered as Instrument No. 283232 C.D. to the property at 205 Bold Street be discharged, at the property owners' expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this Agreement.

The Committee approved the following recommendation of the Director of Traffic Services respecting the discharge of a residential boulevard parking agreement at 53 Chatham Street:

(a) That the existing Residential Boulevard Parking Agreement between Michael Mathews and Verdun Elizabeth Mathews and the City, registered as Instrument No. 413731 C.D. to the property at 53 Chatham Street be discharged, at the property owners' expense; and

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

The Committee approved the following recommendation of the Director of Traffic Services respecting parking regulations on the south side of Clifton Downs Road between Abbington Drive and Purnell Drive:

(a) That a "No Parking Anytime" regulation be implemented on the south side of Clifton Downs Road between Abbington Drive and Purnell Drive; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

The Committee approved the following recommendation of the Director of Traffic Services respecting corner clearances on the east side of Upper Sherman Avenue, north of Concession Street:

(a) That a stopping prohibition be implemented on the east side of Upper Sherman Avenue, commencing at Concession Street and extending to a point 49 feet northerly therefrom; and

(b) That the City Traffic By-law 66-100 be amended accordingly.

It was moved by Alderman Agro, seconded by Mayor Morrow that a four-way stop control be implemented at the intersection of Mary and Ferrie Streets. Carried.

The Committee approved the following recommendation of the Director of Public Works respecting the transfer of funds:

That $26 500 be transferred from Account 0350-2619 (Sidewalk Curb Repairs) to the following activities for the hauling and dumping of excavated materials:

0350-0319 (Contractual Services)	$ 8 320
0350-2661 (Curb Repairs)	12 500
0350 2761 (Sidewalk Repairs)	5 480

With respect to an item dealing with the contract with Tricil, it was moved by Alderman Valeriano, seconded by Alderman Kiss that upon the expiration of the current agreement with Tricil, that the future contract be tendered rather than renegotiated with Tricil. Carried.

The following bills were introduced:

(a) By-law to Widen Guildwood Drive by incorporating therein Part 1, Plan 62R-8966

(b) By-law to Widen Gurnett Drive by incorporating therein Part 2, Plan 62R-8966.

The Committee adjourned to reconvene at 3:00 p.m. to hear a delegation.

3:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met to hear delegations.

There were present:	Alderman G. Copps, Acting Chairman Mayor R. Morrow Alderman M. Kiss Alderman P. Valeriano Alderman V. Agro Alderman P. Cowell
Regrets:	Alderman H. Merling (Civic Business) Alderman S. Collins Alderman T. Murray
Also Present:	Mr. M. Main, Director of Traffic Services

With respect to an item dealing with parking regulations on the north side of Sunninghill Avenue east of Upper Gage Avenue, the following area residents appeared before the Committee opposing "No Parking" signs in front of 7 and 9 Sunninghill Avenue.

Mr. and Mrs. Kraft	5 Sunninghill
Mr. and Mrs. Hannah	11 Sunninghill
Mr. Maragno	21 Sunninghill

The following area residents appeared before the Committee indicating that they would like to see the no parking signs remain in front of 7 and 9 Sunninghill:

Mrs. Stewart	7 Sunninghill
Mrs. Stonehouse	9 Sunninghill

Mr. Spolnik at 14 Sunninghill indicated that he had no preference one way or the other.

After considerable discussion, it was moved by Alderman Valeriano, seconded by Alderman Kiss that parking be restored in front of 7 and 9 Sunninghill Avenue. Carried.

Alderman Cowell suggested that, in future, neighbourhoods should be petitioned before items of this nature are dealt with in order to give everyone in the area an opportunity to be apprised of the proposed change.

Staff was directed to prepare a report regarding this suggestion, for a future meeting of the Transport and Environment Committee.

There being no further business, the meeting was adjourned.

Taken as read and approved.

ALDERMAN G. COPPS, ACTING CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

R. C. Prowse, Secretary

Typed by
E.A. Bilobrk

2(a)

THE CORPORATION OF THE CITY OF HAMILTON

FROM D.W.Vyce, Director of Property (Name & Title) DATE 1987 October 21

FOR ACTION ☒ FOR INFORMATION ☐ File No. ~~22.34.1(4509)~~

TO: CITY COUNCIL ☐ (OR) ~~TRANSPORT & ENVIRONMENT~~ Committee ☐ X

SUBJECT

Sale of Road Allowance - Upper Horning Road between Lots 54 and 55, Concession 3

RECOMMENDATION

That an Offer to Purchase executed by Charles Russell Almas and Shirley Maybrey for the Estate of Helen Adelaide Almas on the 15th day of October 1987 and scheduled for closing 60 days after the enactment of a by-law to stop up, close and sell the road allowance of Upper Horning, shown as part of Part 2 on Plan 62R-7526, be approved and completed.

Note: This portion of the road allowance is triangular in shape, has a frontage along the westerly limit of Upper Horning Road and contains approximately 7,060 square feet (655.8m^2) more or less, shown as part of Part 2 on Plan 62R-7526. The purchase price of $12,000.00 is to be credited to account 0280-02. A money order in the amount of $1,000.00 is being held by the City Treasurer pending approval of this transaction.

D.W.Vyce

BACKGROUND - Page 2

BACKGROUND

On January 13, 1987, in adopting Item 14 of the First Report of the Transport and Environment Committee, City Council approved an application to close the subject road allowance. Under the present legislation, the City is now required to set a price at fair market value for the road allowance to be conveyed. We therefore recommend approval of this transaction.

Attch.

c.c. - Mr. K.A. Rouff, City Solicitor
Attention: Ms. S. Light

- Mr. E.C. Matthews, City Treasurer

- Mr. J.R.G. Leach, Regional Commissioner of Engineering
Attention: Mr. M. Chidley, Regional Surveyor
Attention: Mr. C. Harason

261

THE CORPORATION OF THE CITY OF HAMILTON

FROM D.W.Vyce,Director of Property (Name & Title) DATE 1987 October 26

FOR ACTION X ☐ FOR INFORMATION ☐ File No. 1.8.207 (4509)

TO: CITY COUNCIL ☐ (OR) TRANSPORT & ENVIRONMENT Committee X

SUBJECT

Extension of Closing Date - Sale of Surplus Land - West Side Upper Wentworth Street, south of Stone Church Road East

RECOMMENDATION

That approval be given to extend the closing date from October 17, 1987 to December 7, 1987 for the sale of a parcel of land on the west side of Upper Wentworth Street, south of Stone Church Road East, to Stonechurch Holdings Limited.

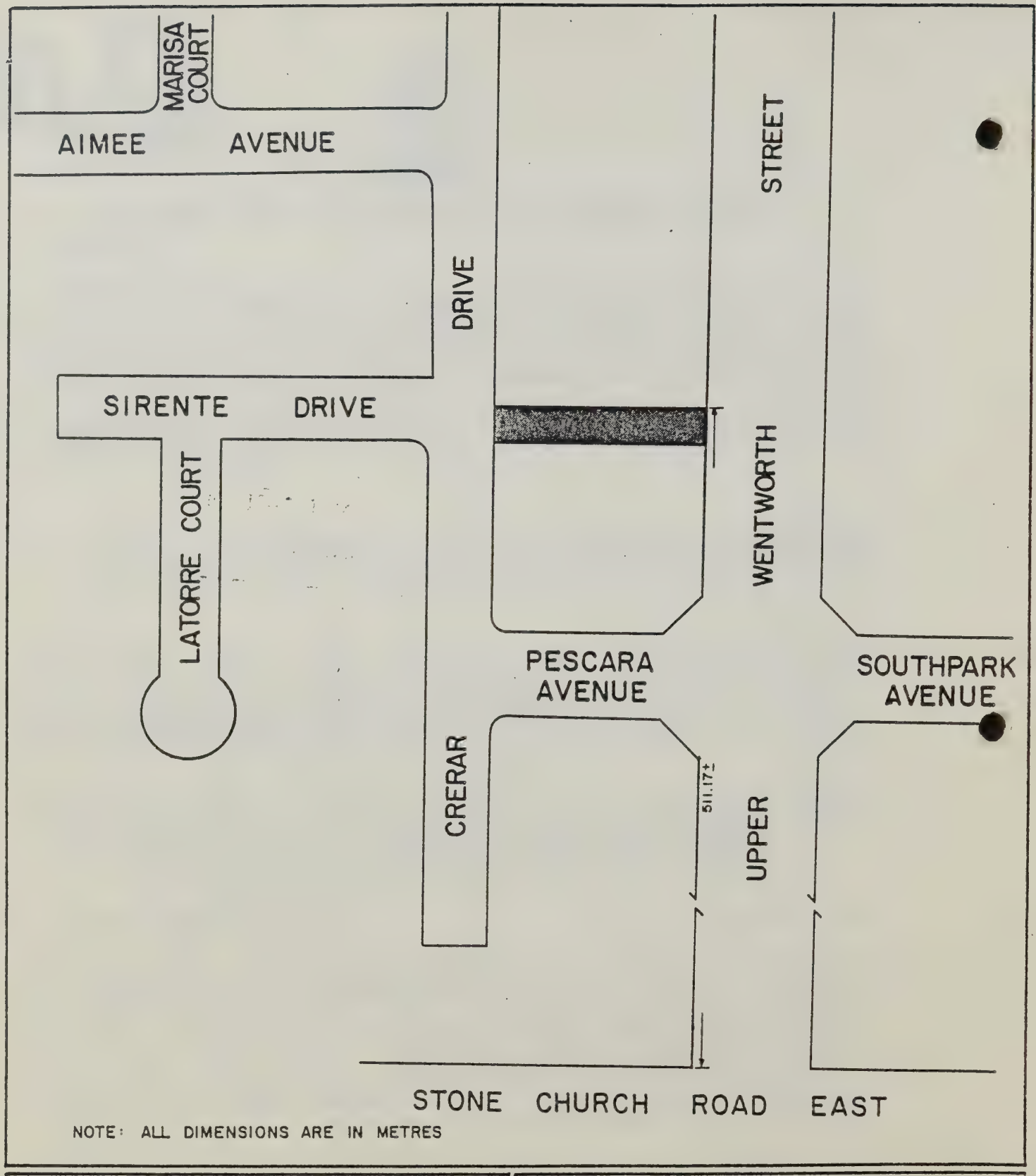
Note: This sale is conditional upon a rezoning of the subject parcel to allow townhouses in R-4 modified. An objection has been received to the zoning change and an O.M.B. hearing is to be scheduled.

D.W.Vyce

BACKGROUND

On March 31, 1987, City Council approved Item 2 of the Sixth Report of the Transport & Environment Committee authorizing the sale of this 33.9 feet x 210 feet parcel of land to Stonechurch Holdings Limited, subject to a zoning change to allow townhouses in R-4 modified. These lands are to be incorporated into the development to the north. We request approval of an extension of the closing date to allow time for the O.M.B. hearing and its decision.

c.c. - Mr. K.A. Rouff, City Solicitor
Attention: Mr. P. Shen
- Mr. E.C. Matthews, City Treasurer
- Mr. M. Chidley, Regional Surveyor
- Mr. V.J. Abraham, Director of Local Planning



NOTE: ALL DIMENSIONS ARE IN METRES

CITY OF HAMILTON

KEY MAP

TO BY-LAW Nº 87-161.

Regional Municipality of Hamilton-Wentworth
Planning and Development Department

Legend

LOCATION OF LANDS TO BE REGULATED BY BY-LAW Nº 87-161.

North	Scale	Reference File No.
	NTS	C187-A
	Date	Drawing No.
	MAY 1987	

3.

FOR ACTION

FROM Public Works Department

DATE 1987 October 26

TO Transport & Environment Committee

Refer To File No. 87-1040C

Attention Of J. G. Pavelka

Your File No. _____

SUBJECT

Grader "Start-Up" Costs for Snow Clearing

RECOMMENDATION

1. That for the 1987-1988 Winter Season, staff make every effort to operate all contract graders, that have been hired by the City of Hamilton and that are ready and available when required by the City of Hamilton for at least 100 hours.

2. That provision for either stand-by time or "start-up" costs be included in the next tender for snow clearing.

J. G. Pavelka

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

BACKGROUND

Discussions with different representatives have identified that all grader contractors are experiencing substantial "start-up" costs for equipping and insuring the graders leased to the City over the winter period. An estimate indicated that an average cost is approximately $2,000.00 per vehicle.

The representatives indicated that these "start-up" costs are not recoverable unless their graders are utilized for at least 100 hours throughout the season. Evidently there is enough latitude in the hourly rates to off-set costs, if the graders are hired out for in excess of 100 hours. Conversely, because the winter two years ago was so mild and so few hours were required of the graders, the "start-up" costs were never recovered.

Recognizing this problem, the Transport and Environment Committee and subsequently Council approved that staff approach the grader owners under contract with the City to obtain their written agreement to the following suggested modification to the contract:

> "That an annual "start-up" cost of $2,000.00 per vehicle, is paid for each grader hired by the City of Hamilton, providing that the grader has not clocked 100 hours during the winter season and providing that the grader has been available and ready throughout the season when required by the City of Hamilton."

Continued.....

Seventeen letters were sent out to the grader owners:

6 responded favourably to the suggestion in writing	11 didn't respond at all

Conclusions

Some of the grader owners who didn't respond at all, verbally advised that the City was being generous in its offer of considering "start-up" costs.

Considering that the majority of grader owners did not respond, staff have concluded that these grader owners must be willing to endure the existing arrangments. Consequently it is reasonable to continue the existing arrangements without change for the 1987-1988 winter season.

The staff from the Streets Section are also of the opinion that as long as there is snow, the graders can be deployed so that if the equipment is ready and always available when required for the City, they will accrue 100 hours of operation throughout the winter season.

JGP:jh

4.

FOR ACTION

FROM P.M. Eker, Acting City Solicitor

DATE 1987 October 21

TO Chairman and Members, Transport and Environment Committee
Attention: Mr. R. Prowse, Secretary

Refer To File No. 55-0.78

Attention Of Lorne Farr

Your File No.

SUBJECT

Proposed Expropriation of land being part of 163 Centennial Parkway designated as Part 1, Plan 62R-8672.

RECOMMENDATION

(a) That the Council of The Corporation of the City of Hamilton as Approving Authority under the Expropriations Act approve the Application for Approval to Expropriate part of lot 27, Concession 2 in the former geographic Township of Saltfleet designated as Part 1, Plan 62R-8672, for roadway and municipal purposes.

(b) The proposed expropriation is recommended for approval for the following reasons:

(1) The land proposed to be expropriated is needed to establish a roadway and for municipal services;

(2) The location of the proposed roadway is in accordance with the approved neighbhourhood plan.

BACKGROUND

In adopting Item 38 of the 8th Report of the Transport and Environment Committee, Council on May 12, 1987 authorized the Corporation of the City of Hamilton as expropriating authority to apply to the Council as approving authority to expropriate Part 1, Plan 62R-8672 for roadway and municipal purposes.

The landowner requested an Inquiry Hearing into the proposed expropriation. The hearing was held on August 25, 1987 and a copy of the report dated September 4, 1987 was received on September 9, 1987 and is attached. The Inquiry Officer found the proposed expropriation was fair, sound and reasonably necessary pursuant to section 7(5) of the Expropriations Act.

Pursuant to the Expropriation Act, Council, as expropriating authority is required to consider the Inquiry Officer's Report and to decided whether to approve or not approve the proposed expropriation. In accordance with the Expropriation Act, Council's decision and reasons therefore must be served upon the parties to the hearing within ninety days after the Report was received.

Lorne Farr for
P.M. Eker, Acting City Solicitor

c.c. Mr. V.J. Abraham, Director,
Local Planning

c.c. Mr. D.W. Vyce, Director,
Property Department

c.c. Mr. J.R. Leach, Commissioner,
Regional Engineering Department

IN THE MATTER OF THE EXPROPRIATIONS ACT

AND IN THE MATTER of an application by the Corporation of the City of Hamilton (Expropriating Authority) for approval to expropriate certain lands being Part of Lot 27, Concession 2 in the former geographic Township of Saltfleet being designated as Part 1 Plan 62R - 8672 in the City of Hamilton in the Regional Muncipality of Hamilton-Wentworth, registry division of Wentworth (#62).

REPORT OF INQUIRY OFFICER

Having been appointed by the Attorney General for the Province of Ontario as an Inquiry Officer pursuant to Subsection 1 or Section 7 of The Expropriations Act, and having been assigned by the Chief Inquiry Officer to conduct a hearing in the above matter, I did appoint Tuesday, the 25th day of August, 1987 at City Hall, Suite 264, Hamilton, Ontario, at the hour of 9:30 o'clock in the forenoon to inquire into whether the taking of the aforesaid lands or any part thereof is fair, sound and reasonably necessary in the achievement of the objectives of the expropriating authority.

Pursuant to the provisions of the said statute I did cause a Notice of Hearing to be served by registered mail upon the City of Hamilton, the applicant in this inquiry, Mr. Peter Rybak, care of his solicitor, Mr. Harry W. Zahoruk, and the Ministry of the Attorney General for the Province of Ontario.

APPEARANCES:

Lorne Farr, Esq., - Solicitor for the applicant, the Corporation of the City of Hamilton,

Harry W. Zahoruk Esq - Solicitor for Peter Rybak, Respondent.

EVIDENCE FOR THE APPLICANT:

The following were filed and marked as exhibits for the applicant:

Exhibit 1. Neighbourhood Plan.

Exhibit 2. Certified true copy Section 3 of the second report of the Transport and Environment Committee adopted by City Council at its meeting held January 27th, 1987.

EVIDENCE OF VANESSA GRUPE

Ms. Grupe has been employed by the Regional Municipality of Hamilton-Wentworth for the past nine years. She has also been employed for some seven years in the Strategic Planning Sub-Committee and has a Bachelor of Arts Degree in Environmental Studies. She identified the subject plans of this hearing on the Neighbourhood Plan, and advised the hearing the lands are situate in the eastern section of the City of Hamilton, in an area which is bounded on the north by Barton Street East, by Centennial Parkway on the east, by Delawana Drive on the south and by Kenora Avenue on the west. The properties adjacent to

the north and to the south of the respondent, Peter Rybak's lands are owned by A. Pompeani Enterprises Ltd. The area surrounding the subject lands are zoned mixed residential of varying densities and commercial. To the east of the subject lands the zoned uses are commercial, and includes existing motels and car-dealerships, while to the south of Delawana Drive there is a large shopping mall known as EastGate Square. The Pompeani property referred to, certainly bear a "C" designation urban protection for single and double family homes, i.e. low density residential, and the respondent's lands are designated "HH" i.e. commercial. Immediately adjoining to the west of the Pompeani and Rybak lands is an existing single family residential development. The Neighbourhood Plan was initiated in 1967 and with public meetings being held on June 20th, 1967 at which submissions and comments were invited from the surrounding land owners. The Plan was formally adopted on July 9th, 1970, and ratified on September 29th, 1970. No submissions or comments were made by the respodnent at the public meetings. There had been a number of minor amendments since the adoption of the Neighbourhood Plan, but nothing of major significance. In 1980 a planning study was made which recommended the present road-way location. The configuration

conformed with the Neighbourhood Plan, since it allows the development to take place on both sides of the proposed road, whereas to re-locate the proposed road to the west would result in deeper commercial lots. There was no apparent need for deeper commercial lots in the area, and experience had indicated that deep commercial lots were undesirable from the point of view of access.

Upon cross-examination, the witness stated that at the time the Neighbourhood Plan was first initiated, and at the time of the public meetings, there were not as many surrounding owners affected by the Plans proposals. She stated that there had been a number of minor zoning changes in respect of which public meetings were also held, the most recent being in July of 1986. She affirmed that the proposed roadway was in keeping with the original planning and that to move it to the west would affect a large number of single family dwelling owners, and she would anticipate that any such move would incur considerable resistance. She further stated that the Pompeani lands had already been down-graded from a zoning point of view to conform with required residential density and that to move the road to the west, although seemingly more convenient, would in addition to being against the original intention of the planners would, in her opinion, incur

considerable oposition.

EVIDENCE OF KARL LAPINS

Mr. Karl Lapins is a registered professional engineer and a graduate of Queen's University. He has been employed since 1964 in the area of land development formerly by the City of Hamilton and since 1975 employed by the Regional Municipality of Hamilton-Wentworth in its department of engineering.

He stated that his main responsibility was the planning of sewer systems and the maintenance of existing systems together with any changes to same. He referrred to Exhibit 1, and advised the hearing that the planned sewer system was orignally laid out in the Neighbourhood Plan as early as 1970. That the sewer-line which was intended to be installed under the proposed taking, was designed to connect up with an existing sewer line to permit effluent to flow northwards and thence eastwards to the Centennial Parkway North sewer link. There was an existing sewer-line which had a "temporary block" which would, once the planned link had been installed, be effectively removed. The proposed sewage flow under the Rybak property and across the Pompeani lands, was not only in accordance with the original plan but also followed the natural drainage of the land configuration. It was his

considered opinion that to deviate from the original intention was neither practical nor desirable. He stated that to make such changes was, in fact, too late in time to be contemplated. The sewer system was already in place and had been installed pursuant to a designed capacity: to change the planned population density in the affected area must inevitably overload the sewage system which, so far as he was concerned, was already operating at or near its designed capacity. Mr. Lapins further stated that any changes other than the proposed lay-out would create further difficulties, since the question of cost would enter into it and he anticipated that the sub-divider immediately to the west of the subject lands would strenuously object. He stated that the general Neighbourhood Plan had been in existence since 1970, and that all subsequent developers coming into the area must submit plans which would fit into the general scheme of physical services and this was a sina qua non. Upon cross-examination Mr. Lapins stated that he was in no position to comment on the apparent delay in the connection between Village Drive and Farrington Crescent, which had been mooted in 1980. Although the Pompeani sub-division agreement had not been formally executed, Mr. Lapins affirmed that it was normal procedure for land acquisition or expropriation to be undertaken in advance of the formal sub-division agreement

because of the time element required to install services. He did not agree that the proposed taking was premature, merely because the sub-division agreement was not in place.

EVIDENCE OF GEORGE STEWART

Mr. Stewart is employed by the Real Estate Department of the City of Hamilton, and his function is in the acquisition of land for road-way and sewer purposes. He is familiar with the subject lands owned by Rybak and had, in fact, been engaged in negotiations with Mr. Rybak for an easement over his lands. He stated that it was the policy of the Corporation of the City of Hamilton not to intervene until such time as the intended sub-divider had indicatated he was unable to accommodate any affected land-owners by his plans. Mr. Stewart stated his negotiations with Mr. Rybak had been unsuccessful and, accordingly, the only method was for the City of Hamilton to proceed by way of expropriation. He confirmed that he had tried to acquire an easement 66' in width across Mr. Rybaks lands on the assumption that there would be a road-way with utilities installed below. An offer based on fair market value had been made to Mr. Rybak. He advised the hearing that Mr. Rybak had indicated future plans for his property which includes an expansion to his existing motel, but such plans were not concrete and he had concluded that

Mr. Rybak did not want to sell any land to the City of Hamilton or the sub-divider. Evidence was given as to what prices had been offered and the values arrived at, but it is not within the frame of reference of the Inquiry Officer to give any consideration to such evidence. Mr. Stewart said it would, indeed, benefit the City of Hamilton to see the lands developed and to facilitate such development by Pompeani and, indeed, ultimately to benefit future development by Mr. Rybak of his lands.

EVIDENCE FOR THE RESPONDENTS

EVIDENCE OF PETER RYBAK

Peter Rybak, son of the owner stated that he was involved in real-estate; he advised the hearing that there was a minimum of communication between his father and the appraiser as well as with the intended developer of the Pompeani property. An agent for the developer had, indeed, made an offer which, in his opinion, was "ridiculous", for one half of the lands owned by his father. He advised the hearing that he thought negotiations were stil on-going between his father and the developer.

ARGUMENT

MR. H.W. ZAHORUK, RESPONDENT

Mr. Zahoruk submitted that there had been no Evidence of Necessity shown at this hearing, and that the Corporation of the City of Hamilton appeared intent

on implementation of a plan conceived possibly 20 years ago. He stated that the developer of the Pomeani lands was now seeking to implement a plan of sub-division and he stated that he did not consider it right or proper for the City of Hamilton to interfere in the negotiating process between his client, Mr. Rybak, and the developer. In his opinion, the City of Hamilton was wrong in instituting expropriation procedures when a sub-division agreement was not, in fact, in place: there was no need for services and, therefore, the expropriation procedure was, in deed, premature. He stated it was unfair that the Expropriating Authority sought to benefit one land owner, i.e. Pomeani, at the expense of his client, Rybak. He conceded there was a benefit to the Corporation of the City of Hamilton but there was no guarantee of the need or requirement for the sewer connection, since it was not certain that even if the sub-dividers agreement was in place that the developer would proceed; indeed, if the developer did not proceed he stated that his client, Rybak, would be seriously prejudiced because the rear portion of the lands would be unsalable. He stated that in the absence of a subdividers performance bond that the projected development would die. He conceded that the easement for the sewer connection might well be beneficial to his client, but not the creation of a roadway across the property.

MR. LORNE FARR FOR THE APPLICANT

Mr. Farr submitted that the Neighbourhood Plan in question had been approved in the 1970's after public hearings and that the intended roadway was shown on that Plan, sewers had been installed on Centennial Parkway and to the immediate west of the subject lands so as to follow the intended planned road net-work. The lands to the back of the Rybak property had been developed in accordance with the Neighbourhood Plan, and since the adoption of the Plan, zoning changes had been incorporated. He stated that the relocation of the sewer easement and road-way to the west would go against the original intention of the Planners as well as the engineering of sewers which were already in place. He affirmed that the planning process had been scrupulously adhered and followed, and that it was the normal process that before any proposed Plan of Sub-Division could be formally approved and in place, utilities planned either by way of easement or expropriation were normally undertaken. He repeated that the City of Hamilton had conscientiously tried to negotiate an easement for sewers but failure of those negotiations with the Applicant had led inevitably to the proposed expropriation. Mr. Rybak must ultimately benefit from the installation of sewers across his lands, and that to relocate the road and sewer connection to the west was impractical financially,

and from the point of view of public resistance, as well as creating a deep commercial lot which was generally unacceptable. He disagreed that the involvement by the City in the matter between the developer and Mr. Rybak, made the process unfair.

In rebuttal, Mr. Zahoruk reiterated the apparent delay resulting in the situation now wherein the City of Hamilton sought to confer an economic benefit to one owner, i.e. Pompeani, at the expense of Mr. Rybak.

DEFINITION OF THE SUBJECT LANDS

Lands which are the subject of this application to expropriate, are described as follows

> ALL AND SINGULAR these lands and premises being part of Lot 27, Concession 2, in the former geographic Township of Saltfleet being designated as Part 1 on a Reference Plan deposited in the Registry Office for the Registry Division of Hamilton-Wentworth (#62), Plan 62R - 8672.

FACTS

1. The Neighbourhood Plan, on which the subject lands are located, was adopted by the Corporation of the City of Hamilton on July 9th, 1970, and ratified on September 29th, 1970.

2. The lands of Peter Rybak, the Respondent herein, are bounded on the north by lands owned by A. Pompeani Enterprises Ltd. and to the South by lands owned by A. Pompeani Enterprises Ltd.

3. The proposed taking consists of a strip of land, more particularly described as Part 1 on Plan 62R - 8672, deposited in the Registry Division of Hamilton-Wentworth, (#62), on the 6th day of March, 1987, having an area of 988.2 square metres with a length in excess of 49 metres and a width in excess of 20 metres.

4. A sub-dividers agreement between A. Pompeani Enterprises Ltd. and the Corporation of the City of Hamilton at the time of the Hearing of Necessity, has not been formally executed by the developer and the City.

5. It is the expressed intention of the Corporation of the City of Hamilton to install a sewer link under a roadway to be built on the proposed taking, this sewer link will ultimately exit to the north-east onto Centennial Parkway and connect to an existing sewer to the south-west.

REASONS AND OPINIONS

The purpose of this hearing is to enquire into whether the taking of the subject lands is fair, sound and reasonably necessary in achieving the Applicant's objective. That objective, in this instance is to

a sixty-six foot by a one hundred and sixty-two foot strip of land for roadway and municipal purposes, including the installation of a sewer link.

It is argued on behalf of the Respondent that there has been no Evidence of Necessity adduced at the hearing; that the Applicant by its proposed taking seeks to confer a benefit upon his neighbour, Pompeani, and that by shifting the proposed taking to the west, a Village Drive and Farrington Crescent link could be achieved without disruption of the Respondent's lands. It was further argued on behalf of the Respondent that, in any event, the application was premature because a subdivider's agreement was not in place and no performance bond posted.

Dealing with these arguements on behalf of the Respondent in the same order, I accept the evidence of Mr. Lapins on the issue of necessity. The sewer system is largely in place and the necessary link to ensure the natural flow of effluent to the north-east onto Centennial Drive is across the Respondent's lands. The temporary block in the sewer system located to the west of the Respondent's lands has always been regarded as temporary. Insofar as the Applicant seeking to confer a benefit on Pompeani at the Respondent's expense, I cannot accept

this position: the proposed sewer is necessary for the intended development of Pompeani lands and, as well, for any future development by the Respondent. The Respondent acknowledges the sewer connection might be beneficial, but not the creation of the roadway. I respectfully suggest that it is unrealistic for the Respondent to expect to have the best of all worlds.

I do not agree that this application is premature. The Neighbourhood Plan has been in place for some considerable time, and it surely must be considered to be in the interest of the public and the parties that the properties be developed. I accept the evidence advanced on the part of the Applicant that it has followed established and correct procedures. I do not find either the fact that a formal submission agreement is not in place or the absence of a performance bond, is fatal to the Applicant's position: forward planning is necessary, especially in respect of sewers, utilities and roadways, even where a subdivision agreement is not in place.

It is significant that the Respondent has made no objections hitherto to the Neighbourhood Plan notwithstanding public meetings and a number of publicized

zoning changes subsequent to the adoption of the Plan. I accept the evidence of Mr. Lapins that it is too late in time to go against the original intention of the plan, so far as sewer installation is concerned, and I consider that the shift of the proposed roadway-sewer facility to the west of the Respondent's lands is impractical: apart from anticipated strong resistance from the residents to the west, the natural flow of sewage effluent is to the north-east, and the sewers have been designed and installed with that in mind.

Accordingly, in my opinion, the acquisition of the subject lands by the Applicant is fair, sound and reasonably necessary in the achievement of its objective.

Pursuant to the provisions of the Statute, I recommend that the Respondent be paid its costs of the inquiry in the amount of $200.00.

Respectfully Submitted,

William H. Robins, Q.C.

Dated September 4th, 1987

I.D. #0016D (60)

5(a)

FOR ACTION

FROM Department of Engineering

DATE October 21, 1987

TO Transport & Environment Committee

Refer to File No. T103-50 (607)

Attention Of C. Harason

Your File No. 3-11.5

SUBJECT

Encroachment Agreement
150 Locke Street South

RECOMMENDATION

That the application of Mr. R.A. Eby, on behalf of the present owner(s) of 150 Locke St. S., Westgate Congregation of Jehovah's Witnesses to erect and maintain the following encroachment consisting of a fabric awning; 1.2m by 3.69m and 2.44m above the sidewalk be approved during the pleasure of City Council, provided:

1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

2. That a first year fee of $125.00, and subsequent annual fee of $35.00 be set for this privilege.

3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

J.R.G. Leach
Commissioner of Engineering

BACKGROUND

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

Cont'd...

150 Locke Street South

Cont'd

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CH/ma

cc: L. Farr, City Solicitor's Department

WESTGATE CONGREGATION OF
JEHOVAH'S WITNESSES
150 LOCKE STREET SOUTH - 523-1770
HAMILTON, ONTARIO L8P 4A9

000147

OCT 4 19 87.

PAY ONE HUNDRED TWENTY-FIVE XX/100 $125.00

TO THE ORDER OF CITY OF HAMILTON

Canada Trustco Mortgage Company
1053 KING STREET WEST
HAMILTON, ONTARIO L8S 1L6

WESTGATE CONGREGATION OF
JEHOVAH'S WITNESSES

per

per

⑈000147⑈ ⑆13462-50915 551299⑈4⑈

INTERCHEQUES

DETACH AND RETAIN THIS STATEMENT

WESTGATE CONGREGATION OF
JEHOVAH'S WITNESSES

000147

DATE	INVOICE #	PARTICULARS	AMOUNT	DISCOUNT	NET AMOUNT
10/4/87		ENCROACHMENT	125.00		125.00

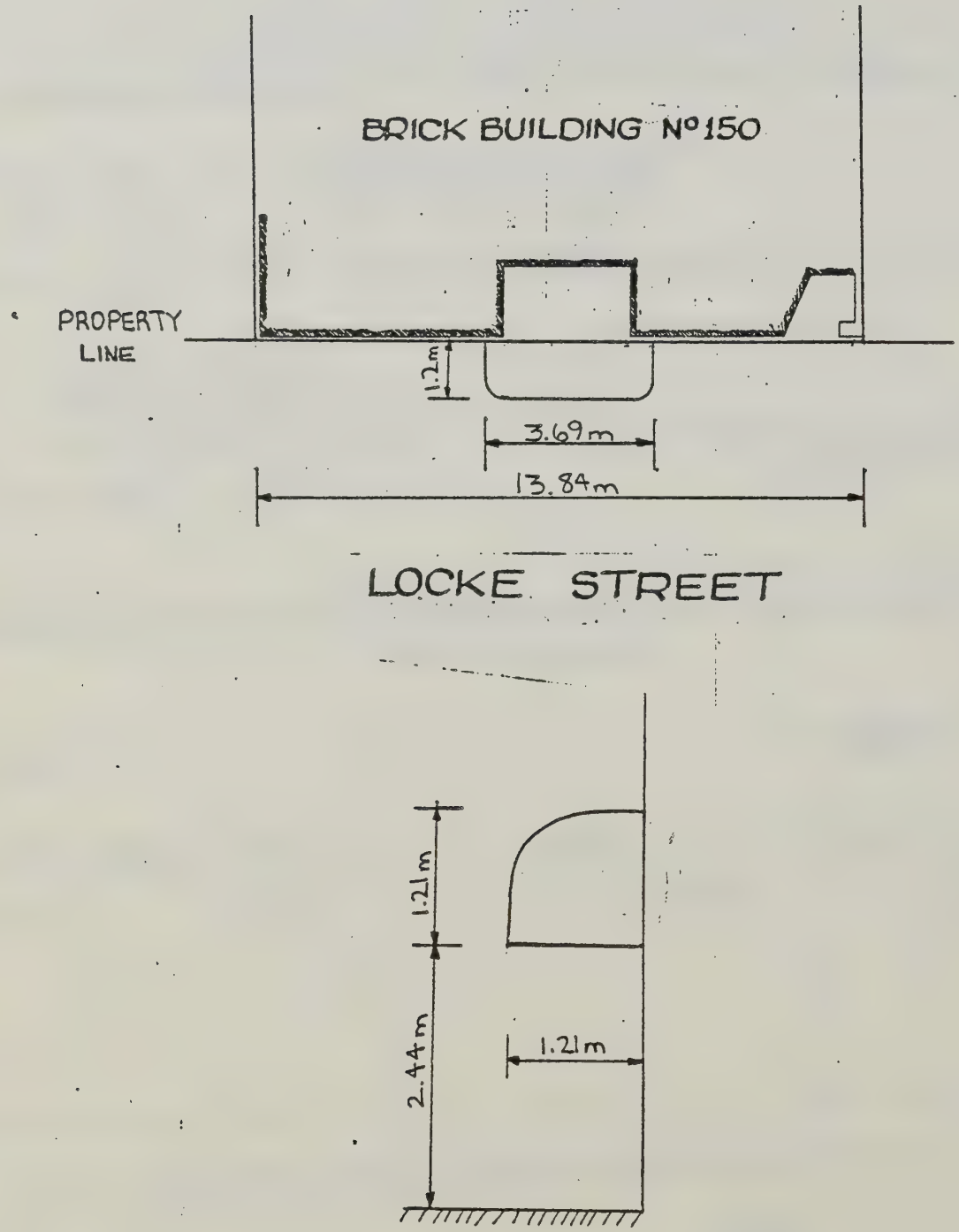
THE ATTACHED CHEQUE IS IN PAYMENT OF ITEMS DESCRIBED ABOVE. IF NOT CORRECT, PLEASE NOTIFY US PROMPTLY

Roy A Eby
Consultant
Client Services
Computer Information &
Corporate Services Dept

Texaco Canada Inc
90 Wynford Drive
Don Mills
North York Ont M3C 1K5
416 441 7981

SEND TO:
96 ARNOLD ST.
HAMILTON, ONT
L8S 1B6 526-9367

SCHEDULE "B"



* NOTE: THIS IS NOT A PLAN OF SURVEY

5(b)(i)

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering

DATE October 15, 1987

TO Transport and Environment Committee

Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application
May 16, 1988 to May 23, 1988

ORIGIN

We have received the attached application from "St. Josephs Hospital" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "St. Joseph's Hospital" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from May 16, 1988 to May 23, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following message:

"A Special Event for St. Joseph"

J.R.G. Leach
Commissioner of Engineering

CH/ma
Attach

cc: H. Reinhold, Department of Public Works

5 (b) ii

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering

DATE October 15, 1987

TO Transport and Environment Committee

Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application
April 18, 1988 to April 25, 1988

ORIGIN

We have received the attached application from "St. Josephs Hospital" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "St. Joseph's Hospital" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from April 18, 1988 to April 25, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following message:

"ST. JOSEPH'S HOSPITAL
3rd ANNUAL GOLF TOURNAMENT
THURSDAY, JUNE 23/88"

J.R.G. Leach
Commissioner of Engineering

CH/ma
Attach

cc: H. Reinhold, Department of Public Works

5(b) iii

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering

DATE October 19, 1987

TO Transport and Environment Committee

Refer to File No. T103-37

Attention Of C.Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application
March 7, 1988 to March 14, 1988

ORIGIN

We have received the attached application from "Hamilton-Wentworth Roman Catholic Separate School Board" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Hamilton-Wentworth Roman Catholic Separate School Board" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from March 7, 1988 to March 14, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following message:

"HAMILTON-WENTWORTH CATHOLIC SCHOOLS SCIENCE FAIR"

J.R.G. Leach
Commissioner of Engineering

CH/ma
Attach

cc: H. Reinhold, Department of Public Works

5(c)

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering

DATE October 15, 1987

TO Transport and Environment Committee

Refer to File No. T102-03

Attention Of R.P. Meiers

Your File No. 3-11.2

SUBJECT

Mountable Curb Replacements

RECOMMENDATION

That consideration be given for the inclusion of $10,000 in the 1988 Current Budget for mountable curb replacement on a "complaint received" basis.

J.R.G. Leach
Commissioner of Engineering

BACKGROUND

On February 24, 1987, Council in approving Item 20 of the 4th Report of your Committee, adopted the following resolution:

"That, beginning with Maynard Street and Brookstream Court, the City initiate a program of "phasing in" the repairs of old standard design approaches on a "complaint received" basis."

During 1987 $10,000 was spent on the replacement of the old standard design mountable curb. We have received requests for replacement of these curbs from ten residents on Harvard Place, four residents on Falkirk Drive and one resident on Selway Court.

FINANCIAL CONSIDERATIONS

The estimate of cost to reconstruct these fifteen approaches is $9,175.00 including the Region's 7% administration charge. Any further requests over the $10,000 allotment would have to be delayed until 1989 unless additional funds are provided.

RPM/ma
cc: Alderman T. Murray
cc: Alderman D. Ross

5 (d)

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering

DATE October 23, 1987

TO Transport & Environment Committee

Refer to File No. T103-07

Attention Of R.P. Meiers

Your File No. 3-11.2

SUBJECT

Proposed Policy Regarding the Installation of Pedestals for Bell Canada and Cable TV Companies on the Road Allowance.

RECOMMENDATION

That the following policy respecting installation of pedestals for Bell Canada and Cable TV Companies be approved:

1. That Bell Canada and Cable TV Companies (utility companies) be permitted to install pedestals on the road allowance upon written permission being obtained from the Commissioner of Engineering for each location and subject to the following conditions:

   (a) That prior to permission being granted by the Commissioner of Engineering, the utility company notify the abutting owner in writing where pedestals are proposed. In the event the abutting owner has concerns which cannot be addressed by the utility company, then the Commissioner of Engineering shall assist in the discussions to alleviate the concerns.

   (b) That the utility companies be required to install, at their cost, suitable landscaping features (bush, shrub) if requested by the abutting owner, to camouflage the pedestal.

2. That in all cases, proposed pedestal locations shall be chosen upon consideration of the least visual impact on the abutting property.

J.R.G. Leach
Commissioner of Engineering

Cont'd

Proposed Policy Regarding the Installation of Pedestals for Bell Canada and Cable TV Companies on the Road Allowance

ORIGIN

Alderman Wheeler has requested that your Committee review the current practice of utility companies for installation of pedestals on the road allowance, particularly in residential areas.

BACKGROUND

Throughout the City, there are locations where utility companies have their plant (poles and wires) installed in rear yards. Although the rear yard installations are generally preferable from an aesthetic viewpoint, the utility companies are experiencing problems with accessibility due to fenced yards and landscaping features, dogs and general complaints from residents regarding maintenance work required to their plant in rear yards.

The proposed above-ground pedestal consists of a small metal box approximately 0.5m (18") high by 0.15m (6") square. These installations are made when the utility companies renew existing plant and place the service underground. The pedestals are installed at a minimum 45m (150 ft) interval. In new subdivisions, the installation is usually completed prior to homes being built and prospective owners are aware of the pedestal locations before they purchase their lots.

In established areas, the utility companies when applying for municipal consent for pedestal installations, are required to notify in writing the affected property owner. If the resident raises concerns which cannot be handled by the utility company, the Region's Utilities Co-ordinator will intervene and assist the parties in determining a mutually agreed-upon location for the pedestal. The utility companies have agreed to install shrubs or bushes to make the pedestals as inconspicuous as possible. This procedure is presently being used throughout the City and there have only been a few instances where the Utilities Co-ordinator was required to assist the utility companies. Indeed all problems have been fully resolved and there are no situations where an impasse has resulted from this procedure being used.

Proposed Policy Regarding the Installation of Pedestals for Bell Canada and Cable TV Companies on the Road Allowance

CONCLUSIONS

Therefore, we recommend the present procedure for approving pedestal locations be continued.

RPM/ma

cc: C. Pacella, Engineering

ID #0043D(71)

5(e)

F O R A C T I O N

FROM Department of Engineering

DATE October 26, 1987

TO Transport & Environment Committee

Refer to File No. E308-02C

Attention of R. Patrick

Your File No.

SUBJECT

Application submission by Rondar Inc. to the Ontario Ministry of the Environment for a Class 3 Site Approval for a PCB Dechlorination system in order to provide a service to Hamilton Hydro.

RECOMMENDATION

That Ministry of the Environment (M.O.E.) officials who assess the Rondar Inc. submission be informed that the City of Hamilton has no objections to the Rondar Inc. request for approval, provided that all M.O.E. regulations concerning siting of the mobile processing unit, the collection and disposal of the process by-product, the Ministry's PCB Site (Class 2 and 3) Applicant Information Checklist, and all applicable City of Hamilton By-laws be complied with and adhered to fully.

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

Rondar Inc., a Hamilton based company, offers a unique, mobile PCB Dechlorination process, which removes and destroys PCBs in insulating oils, such as those normally found in oil-filled electrical transformers.

Rondar have been requested by Hamilton Hydro to remove the PCBs contained in one of its operating transformers at their Mountain Sub-Station location at the north-east corner of the Upper Gage and Seventh Avenue intersection.

The volume of PCB contaminated insulating oil requiring processing is 4950 litres, and it contains 100 parts per million (ppm) of PCBs (M.O.E. standards require that oils in operating transformers contain less than 50 ppm).

Cont'd...

Application submission by Rondar Inc. to the Ontario Ministry of the Environment for a Class 3 Site approval for a PCB Dechlorination system in order to provide a service to Hamilton Hydro.

The mode of operation being proposed by Rondar for the Hamilton Hydro job is to connect their mobile processing unit directly to the non-energized transformer, decontaminating the oil through the PCB removal process to a non detectible PCB level of less than 2 ppm, and returning the decontaminated oil back to the transformer.

It is expected that the by-product resulting from processing 4950 litres of PCB contaminated oil, will be 130 litres of centrifuge discharge, and 320 kilograms of spent process solids. These waste products will be delivered from the Rondar facility to licensed processing facilities operated by Breslube Enterprises (Breslau, Ontario), and Tricil Ltd. (Corunna, Ontario).

Some of the major advantages of the Rondar process are:

a) PCBs are destroyed on site without the need to move the transformer, or to haul PCB contaminated oils off-site.

b) The process by-product consisting of centrifuge residue, and used Fullers Earth is relatively harmless and contains less that 2 ppm of PCBs.

c) The processing equipment has been designed with stringent safety criteria and extremely well designed spill containment measures.

d) The Rondar process has been proven and approved, and is permitted to be implemented only under the strict scrutiny of the Ministry of the Environment.

SPECIAL CONSIDERATION

M.O.E. policy requires that the proponent (Rondar Inc.) notify the City of Hamilton at least 30 days in advance of the start-up-date of any PCB destruction project in the City. Generally, this time period is provided in order for City Officials to review the applicant's comprehensive "application report", investigate the intents of the proposed work, to reconcile that all safeguards are in place, and that all applicable regulations are being considered.

Cont'd...

Application submission by Rondar Inc. to the Ontario Ministry of the Environment for a Class 3 Site Approval for a PCB Dechlorination system in order to provide a service to Hamilton Hydro.

The applicant's detailed report which was received by staff on October 9, 1987 has been reviewed by both Regional and Ministry staff, and is considered to be complete and in compliance with site application requirements. It should be noted however that the date of submission (Oct 9th) and the project start-up date (nov. 6) do not comply with the 30 day advance notification requirement.

The Ministry is willing to waive the 30 day requirement in this particular case, if the City is satisfied that the applicant's application submission is totally in order.

It is our opinion that all essential issues have been properly addressed and that the proponent (Rondar Inc.) has complied with all applicable requirements necessary to establish a Class 3 PCB destruction facility.

In order for Rondar Inc. to provide the service being requested by Hamilton Hydro on the two scheduled days in November 1987, it must obtain a Class 3 Site Approval from the Ontario Ministry of the Environment.

VT:sw

5(f)

F O R A C T I O N

FROM DEPARTMENT OF TRANSPORTATION

DATE July 13, 1987

TO TRANSPORT & ENVIRONMENT COMMITTEE

Refer to File No. T104-87

Attention of R. P. Meiers

Your File No. 3-11.1

SUBJECT

HIGH LEVEL BRIDGE - STREET LIGHTING AND SIDEWALKS

RECOMMENDATIONS

1. That the Commissioner of Engineering be authorized and directed to undertake the rehabilitation of the street lights and sidewalks on the York Boulevard High Level Bridge at an estimated cost of $155,000.

2. That the Executive Committee recommend the amount and source of funds for this Capital Project.

for DMcTurner.

H. O. Schweinbenz
Commissioner of Transportation

BACKGROUND

The Region has awarded the contract for the rehabilitation of the York Boulevard High Level Bridge. Part of the contract includes the replacement of the existing street lights with lighting similar to that on the bridge when it was originally constructed. In addition, the sidewalks will be reconstructed on both sides of the structure.

Street lighting and sidewalks are the responsibility of the City.

Financial Considerations

The Ontario Heritage Foundation and the Ministry of Citizenship and Culture have indicated funding in the amount of $55,000 and $158,250 respectively is being provided toward the heritage features of this structure. The heritage features will include the streetlighting and sidewalks. The breakdown of cost for the street lights and sidewalks is as follows:

Lighting	$ 93,987.00
Sidewalks - Concrete and steel removal	17,364.00

Cont'd ....

Cont'd ....

- Supply and install steel	164,890.00
- Install concrete sidewalks on approaches and structure	225,575.00
TOTAL	$501,816.00
LESS funding for Heritage Features	213,250.00
LESS Regional Portion	133,566.00
TOTAL City Share	$155,000.00

Provision has been made for this work in the 1987-1991 Capital Budget.

RPM:cd

cc: E. C. Matthews, City Treasurer
Att: B. Hotrum
cc: J. Schatz, Secretary
Executive Committee
cc: G. Lawson
Commissioner of Finance
Att: J. Cerio
cc: G. S. Spencer, Director
Engineering Services

I.D. #0043D (1)

5(g)

F O R A C T I O N

FROM Department of Engineering

DATE October 29, 1987

TO Transport & Environment Committee

Refer to File No. T111-11

Attention Of G. Aston

Your File No.

SUBJECT

Hamilton Perimeter Road
Phase 1 Report

ORIGIN

Regional Council on October 6, 1987 received the above-noted report and requested comments from the City of Hamilton.

ANALYSIS

To consolidate all of the comments of the City in preparing a recommendation to City Council, it would be desirable to obtain the comments of other Committees.

RECOMMENDATION

That the Planning and Development Committee and the Parks and Recreation Committee be requested to provide comments to the Transport and Environment Committee on the Phase 1 Report of the Hamilton Perimeter Rd.

G. Aston

per J.R.G. Leach
Commissioner of Engineering

GA/ma

6 (9)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 October 23

TO Transport and Environment Committee

Refer To File No. TEC-215-87

Attention Of M. Hazell

Your File No. 3.10.10

SUBJECT

North side of Young Street, west of West Avenue South - Request for Loading Zone

RECOMMENDATIONS

That:

- a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the north side of Young Street commencing at West Avenue and extending to a point 57 feet westerly therefrom; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

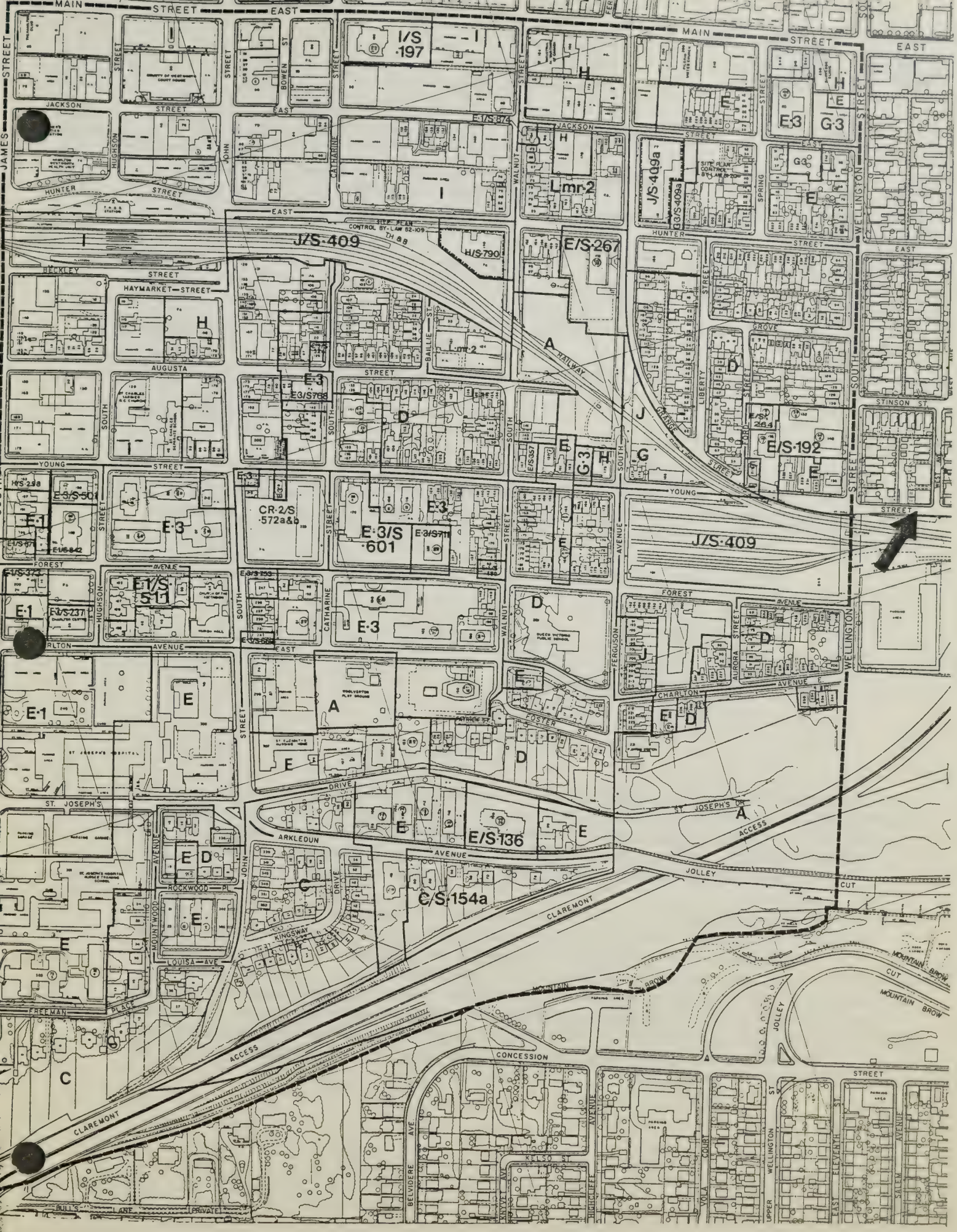
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The proprietor of Dial Delivery Service, 247 Young Street, has telephoned the Traffic Department and requested that a part-time parking prohibition be implemented in front of this business to allow loading and unloading to occur on-street. Presently, there is unrestricted free parking on the north side of Young Street in this area, but the frontage of the business is frequently occupied by parked vehicles.

An investigation has revealed that there is presently an off-street loading area for this business. However, larger trucks cannot physically manoeuver in the driveway. Therefore, the Traffic Department concurs with the request to prohibit parking in front of this business.

The implementation of the requested parking prohibition will result in a loss of two legal on-street parking spaces directly in front of this property. The applicant has agreed to limit the hours of the parking prohibition from 7:00 a.m. to 6:00 p.m., Monday to Friday, in order to allow parking in this area on evenings and on weekends. Therefore, approval of this regulation should not result from any serious complaints from other businesses or residents.


MAIN STREET EAST
JAMES STREET
JACKSON STREET
HUGHSON STREET
JOHN STREET
BOWEN ST
CATHARINE STREET
WALNUT STREET
SPRING STREET
WELLINGTON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD PL
MOUNTWOOD AVENUE
LOUISA AVE
FREEMAN PLACE
BULL'S LANE
PRIVATE
KINGSWAY DRIVE
FOSTER ST
PATRICK ST
GROVE ST
STINSON ST
LIBERTY STREET
AURORA STREET
FERGUSON AVENUE
BAILLIE ST
GRANGE
RAILWAY
CLAREMONT ACCESS
JOLLEY CUT
MOUNTAIN BROW
CONCESSION STREET
BELVIDERE AVE
KENILWORTH AVE
KNYVET AVE
HIGHCLIFFE AVENUE
VOLA COURT
UPPER WELLINGTON ST
EAST ELEVENTH AVENUE
SALEM AVENUE
I/S-197
E/S-874
H/S-790
E/S-267
J/S-409
J/S-409a
G3/S-409a
Lmr-2
E3/S-768
E/S-264
E/S-192
E3/S-501
E1/S-511
E/S-237
E/S-373
E3/S-601
E3/S-371
CR-2/S-572a&b
E/S-136
C/S-154a
E1
E3
G3
A
B
C
D
E
F
G
H
J

6 (b)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 October 26

TO Transport and Environment Committee

Refer To File No. TEC-216-87

Attention Of M. Hazell

Your File No. 3.9.3

SUBJECT

West Side of Connaught Avenue, south of Dunsmure Road - Corner Clearance

RECOMMENDATIONS

That:

- a "No Stopping" Corner Clearance be implemented on the west side of Connaught Avenue, commencing at Dunsmure Road and extending to a point 52 feet southerly therefrom; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

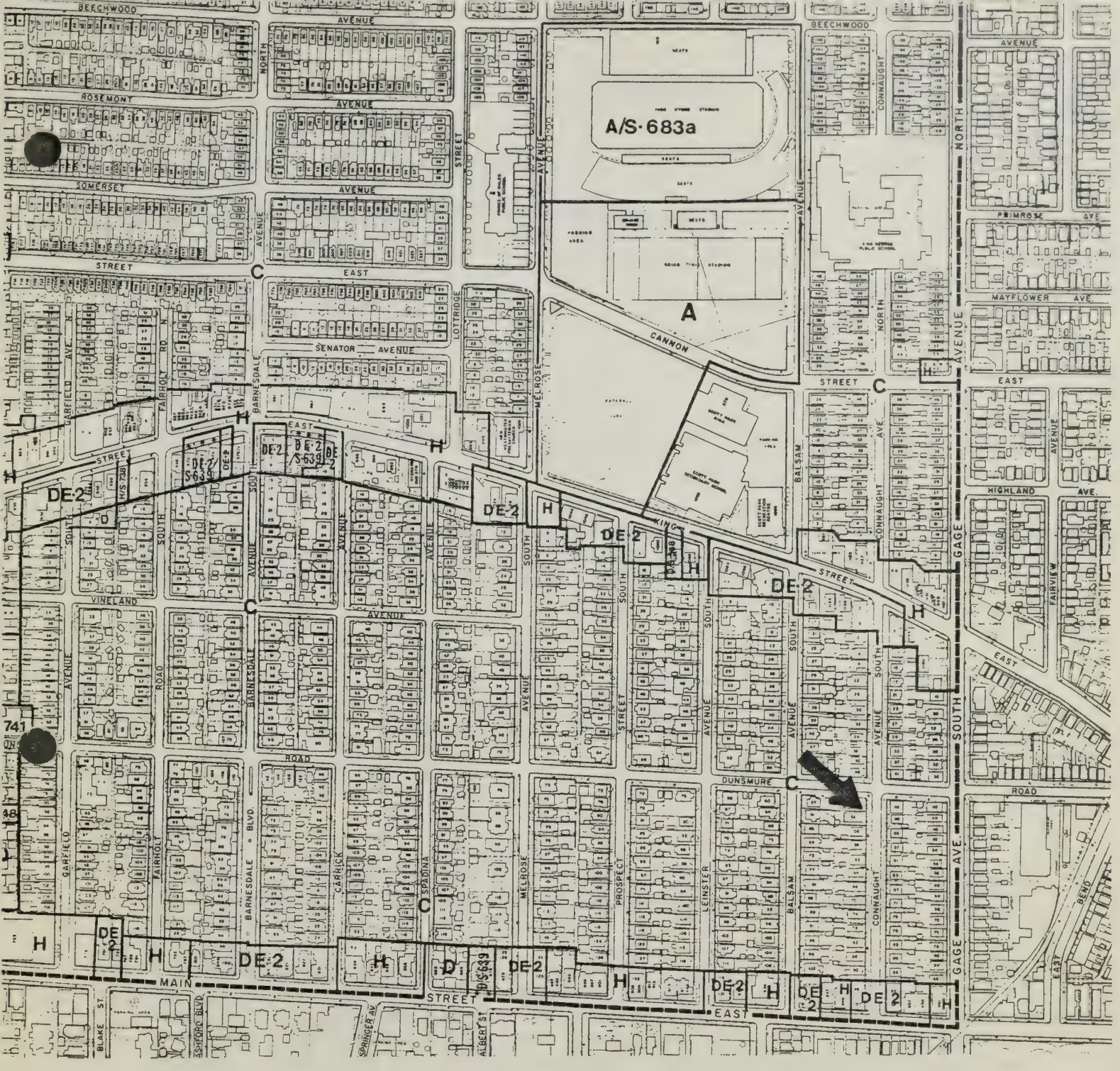
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

As a result of a request by Alderman Brian Hinkley that an investigation be made into the need for four-way stop control at the intersection of Dunsmure and Connaught, the Traffic Department recently reviewed conditions at this intersection. Presently, eastbound and westbound traffic on Dunsmure is required to stop for northbound and southbound traffic on Connaught.

After reviewing conditions at the intersection, it was concluded that it would not be appropriate to change the intersection control, but a "No Stopping" Corner Clearance is required to improve visibility at the intersection. Traffic Department records indicate that in approximately the last seven years there have been five accidents involving eastbound motorists on Dunsmure who failed to yield the right-of-way to northbound motorists on Connaught, and these accidents may be directly attributed to a visibility obstruction created by parked vehicles on the west side of Connaught, south of Dunsmure.

To eliminate the visibility obstruction and improve conditions at the intersection, it would be appropriate to prohibit stopping on the west side of Connaught between Dunsmure and a point 52 feet southerly. This stopping prohibition would result in a loss of one legal on-street parking space for half of each month from April to November and during the winter months. However, periodic observations indicate that the street is not generally solidly parked, and therefore, the loss of one on-street parking space to improve conditions at the intersection should not result in any serious parking problems for area residents.



70	71	72
48	128	35
124	12	37

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

STIPELEY

ZONING

Neighbourhood Boundary

Zoning Boundary.

SCALE 0 50 100 m

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton Wentworth

PLANNING UNIT NO. 6606

June 1985

PAGE 12

6(c)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 October 26

TO Transport and Environment Committee

Refer To File No. TEC-217-87

Attention Of M. Hazell

Your File No. 3.9.6

SUBJECT

Intersection of Quigley and Albright Roads - Additional School Traffic Officer

RECOMMENDATIONS

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a second School Traffic Officer be assigned to assist children crossing at the intersection of Quigley and Albright Roads.

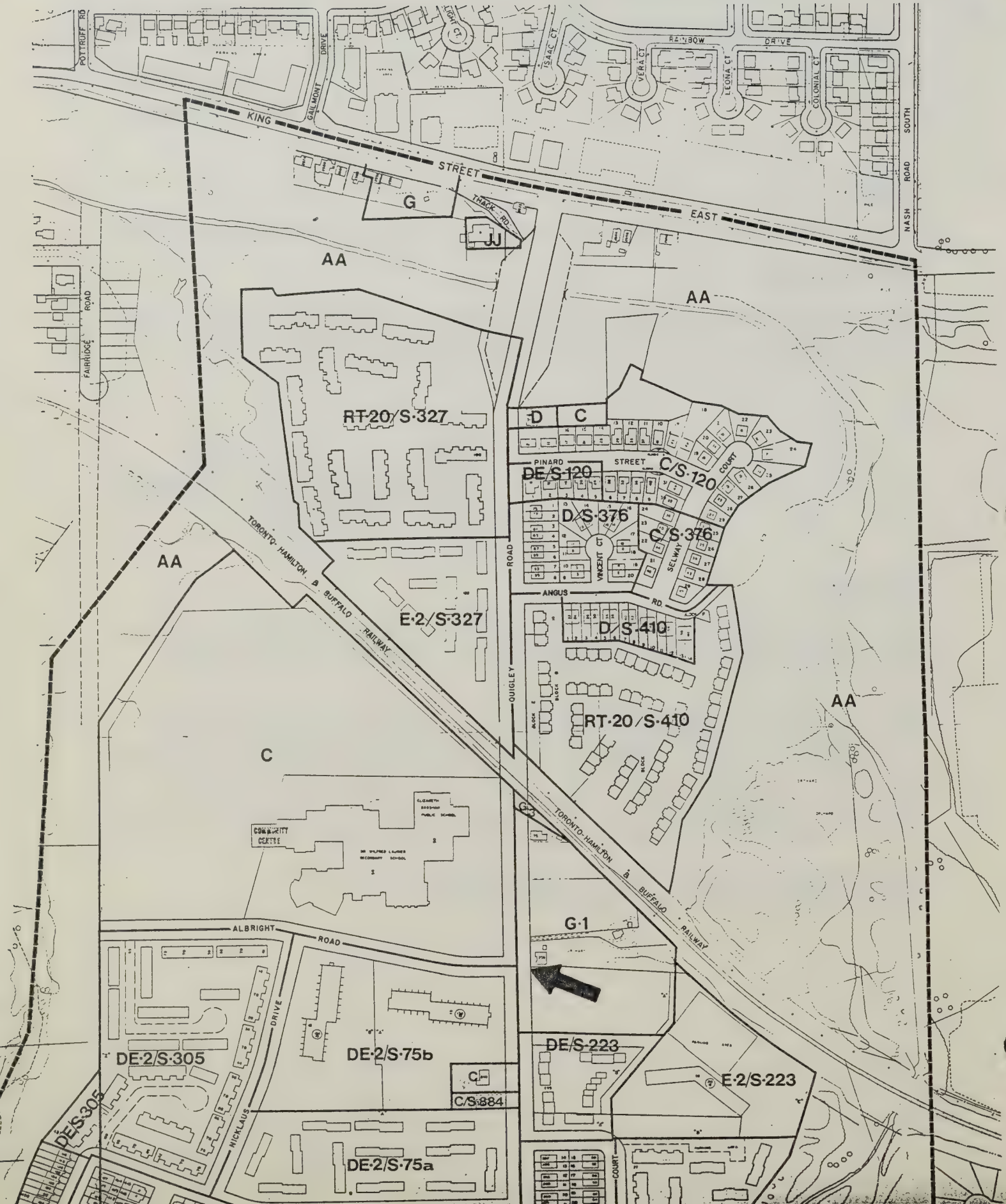
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

By letter dated 1987 October 21, the Regional Police have advised of the need for a second School Traffic Officer to assist children crossing at the intersection of Quigley and Albright.

The intersection of Quigley and Albright is controlled by a traffic signal, and a School Traffic Officer presently assists children crossing at this intersection. However, because of an exceptionally heavy volume of children crossing, the Regional Police have advised that a second School Traffic Officer is required at this intersection. The Regional Police have advised that there are sufficient funds in the budget to cover the cost of a second School Traffic Officer at this location for the remainder of 1987.

The Traffic Department concurs with the recommendation of the Hamilton-Wentworth Regional Police Department.


KING STREET EAST
POTTRUFF RD
GAULMONT DRIVE
RAINBOW DRIVE
ISAAC CT
VERA CT
LEONA CT
COLONIAL CT
NASH ROAD SOUTH
FAIRRIDGE ROAD
THACK RD
G
JJ
AA
RT-20/S-327
D
C
PINARD STREET
DE/S-120
C/S-120
COURT
D/S-376
C/S-376
VINCENT CT
SELWAY
ANGUS RD
E-2/S-327
D/S-410
RT-20/S-410
QUIGLEY ROAD
TORONTO-HAMILTON & BUFFALO RAILWAY
C
COMMUNITY CENTRE
ALBRIGHT ROAD
G-1
DE-2/S-305
DE-2/S-75b
C/S-884
DE/S-223
E-2/S-223
DE/S-305
DE-2/S-75a
HICKLAUS DRIVE
COURT

7(a)

FOR ACTION

FROM K. A. Rouff, City Solicitor **DATE** 1987 October 20

TO Transport and Environment Committee **Refer To File No.** 65-1.596

Attention Of Sonia L. Light

RECEIVED

OCT 21 1987

CITY CLERK'S

Your File No.

SUBJECT

By-law to Establish Part 1, Plan of Expropriation Registered as No. 396377 C.D. and to be Named Milkyway Drive

RECOMMENDATION

That City Council enact the attached by-law on November 10, 1987 in accordance with the authorization contained in the 11th Report of the Transport and Environment Committee, Item 4, adopted by City Council on July 28, 1987.

BACKGROUND

City Council on July 28, 1987, directed the City Solicitor to prepare the by-law above referred to.

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. M. A. Chidley

c.c. Mr. E. A. Simpson, City Clerk

Att'd.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 87 -

TO ESTABLISH PART 1, PLAN OF EXPROPRIATION
REGISTERED AS NO. 396377 C.D.
AND TO BE NAMED MILKYWAY DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway;

AND WHEREAS paragraph 105 of Section 210 of The Muncipal Act, R.S.O. 1980, Chapter 302, provides that the council of a municipality may pass by-laws for giving names to highways;

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to establish as a highway to be known as Milkyway Drive the lands described in Schedule "A" hereto;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The lands described in Schedule "A" appended hereto are hereby established and laid out as a public highway and named Milkyway Drive.

2. The Commissioner of Regional Engineering or his duly authorized agent is hereby authorized to open as public highway the said lands.

PASSED this 10th day of November, A.D. 1987.

City Clerk Mayor

(1987) 11 R.T.E.C. 4, July 28

SCHEDULE "A"

Part of Lot 3, Concession 7
geographic Township of Barton
designated as Part 1 on a Plan of Expropriation
registered as Instrument No. 396377 C.D.
City of Hamilton
Regional Municipality of Hamilton-Wentworth
Land Registry Division of Wentworth (No. 62)

7(61)

FOR ACTION

FROM K. A. Rouff, City Solicitor

DATE 1987 October 22

TO Transport and Environment Committee

Refer To File No. 65-3.386

Attention Of Sonia L. Light

Your File No.

RECEIVED
OCT 23 1987
CITY CLERKS

SUBJECT

By-law to close and sell a ten foot (10') public walkway between Laird Drive and Locheed Drive, Plan M-89

RECOMMENDATION

That City Council enact the attached by-law on November 10, 1987 in accordance with the authorization contained in the 12th Report of the Transport and Environment Committee, Item 18, adopted by City Council on September 1, 1987. (Please arrange to place this matter on the Transport and Environment Committee's agenda for the meeting of Monday, November 2, 1987, 3:00 p.m.)

BACKGROUND

City Council on September 1, 1987, directed the City Solicitor to prepare the by-law above referred to. We have asked the City Clerk to have the Public Notice (copy attached) printed in The Hamilton Spectator on Saturday, October 3, 10, 17 & 24, 1987.

c.c. Mr. J. R. G. Leach, Commissioner
Regional Engineering Department
Attention: Mr. C. Harason

c.c. Mr. E. A. Simpson, City Clerk

Att'd.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 87 -

TO CLOSE AND SELL TEN FOOT (10') PUBLIC WALKWAY BETWEEN LAIRD DRIVE & LOCHEED DRIVE, PLAN M-89

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 298 of The Municipal Act, R.S.O. 1980, Chapter 302, to stop-up and sell any highway or part of a highway;

AND WHEREAS it is deemed expedient to stop-up and sell the highway described herein;

AND WHEREAS Michael Eugene Lynch and Marguerite Anne Lynch are the abutting owners on the north-west of the public walkway;

AND WHEREAS Bert Vandehaar and Diana Louise Yorke are the abutting owners on the south-west of the public walkway;

AND WHEREAS Michael Adolphus Joseph and Melinda Joseph are the abutting owners on the north-east of the public walkway;

AND WHEREAS Jean-Marc Joseph Baronette and Kathleen Lee Baronette are the abutting owners on the south-east of the public walkway;

AND WHEREAS Notice of the said by-law has been published as required by Section 301 of the said Municipal Act;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this by-law.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The public walkway described in Schedule "A" is hereby stopped-up.
2. Michael Adolphus Joseph and Melinda Joseph may purchase the portion of the public walkway hereby stopped-up being the east half of the north half (five feet (5') in width) of the said public walkway for the sum of ONE DOLLAR ($1.00).

3. Michael Eugene Lynch and Marguerite Anne Lynch may purchase the portion of the public walkway hereby stopped-up being the west half of the north half (five feet (5') in width) of the said public walkway for the sum of ONE DOLLAR ($1.00).

4. Jean-Marc Joseph Baronette and Kathleen Lee Baronette may purchase the portion of the public walkway hereby stopped-up being the east half of the south half (five feet (5') in width) of the said public walkway for the sum of ONE DOLLAR ($1.00).

5. Bert Vandehaar and Diana Louise Yorke may purchase the portion of the public walkway hereby stopped-up being the west half of the south half (five feet (5') in width) of the said public walkway for the sum of ONE DOLLAR ($1.00).

6. If the said above-mentioned abutting owners in paragraphs 2 to 5 do not purchase the said public walkway, the sale of the said property may be authorized to any other person as may be approved by a subsequent by-law.

PASSED this 10th day of November, A.D. 1987.

City Clerk Mayor

(1987) 12 R.T.E.C. 18, September 1

SCHEDULE "A"

Ten foot (10') public walkway

Bounded on the North by Laird Drive, on the South by Locheed Drive, on the East by Lots 30 & 58, and on the West by Lots 31 and 57

Lesmount Survey, Registered Plan M-89

City of Hamilton

Regional Municipality of Hamilton-Wentworth

Land Titles Division of Wentworth (No. 62)

7(c)

FOR ACTION

FROM K. A. Rouff, City Solicitor

TO Chairman and Members of the Transport and Environment Committee

DATE October 15,1987

Refer To File No. 55-0.77

Attention Of S.L.Light

Your File No.

SUBJECT

Proposed expropriation of Parts 1 and 2, Plan 62R-8497 for roadway and municipal purposes.

RECOMMENDATION

That the expropriation by-law in the form attached to acquire the subject property be approved by Council.

BACKGROUND

On October 14, 1986 in adopting Item 2 of the Transport and Environment Committee, Council authorized expropriation proceedings to commence to acquire the subject property. Notice of the proposed expropriation has been given to the owners and advertised as required by The Expropriations Act.

An inquiry was held on July 28, 1987 and on September 29, 1987 Council in adopting Item 11 of the 13th Report of the Transport and Environment Committee adopted the inquiry report approving the application of the City to expropriate the subject land.

P. Eker
Acting City Solicitor

Attach.

c.c. Mr. J.R.G. Leach, Commissioner, Regional Engineering.
c.c. Mr. M. A. Chidley, Regional Surveyors.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 87 -

TO EXPROPRIATE LAND

FOR ROADWAY PURPOSES

WHEREAS Section 193 of The Municipal Act, R.S.O. 1980, Chapter 302, states that the Council of a municipality may pass by-laws for acquiring or expropriating any land required for the purposes of the Corporation;

AND WHEREAS on January 13,1987 pursuant to The Expropriations Act, R.S.O. 1980, Chapter 148, The Corporation of the City of Hamilton, as expropriating authority, did authorize application to the Council of The Corporation of the City of Hamilton as approving authority, for approval of the expropriation of land described in Schedule 'A' below;

AND WHEREAS Notices of the said application as required under The Expropriations Act have been duly served upon those entitled;

AND WHEREAS The Corporation of the City of Hamilton as expropriating authority, did publish Notice of the said application in The Spectator, a newspaper having general circulation in the City of Hamilton in accordance with the said Expropriations Act;

AND WHEREAS pursuant to the said Expropriations Act, an inquiry hearing to determine if the proposed expropriation was fair, sound and reasonably necessary in the achievement of the objectives of the expropriating authority was requested by owners of the lands set out below in Schedule "A";

AND WHEREAS the inquiry was held on July 28, 1987 and the Inquiry Officer's Report was considered by Council at its meeting of September 29, 1987;

AND WHEREAS The Council of The Corporation of the City of Hamilton as approving authority did, in adopting Item 11 of the 13th Report of the Transport and Environment Committee on September 29, 1987, approve the application of The Corporation of the City of Hamilton as expropriating authority to expropriate the land described in Schedule "A" for roadway and municipal purposes.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. As approving authority under the said Expropriations Act, the application for approval to expropriate the land described in Schedule "A" below for roadway and municipal purposes made by The Corporation of the City of Hamilton, as expropriating authority, be and is hereby granted.

2. As expropriating authority under The Expropriations Act, The Corporation of the City of Hamilton hereby expropriates the land described in Schedule "A" below for roadway and municipal purposes.

3. The City Clerk and the proper officers of The Corporation of the City of Hamilton are hereby authorized and directed to do all things necessary to implement and give effect to the provisions of this by-law and this authority shall include the taking of all necessary proceedings to enter and take possession of the land herein expropriated.

PASSED this day of A.D.,1987.

Mayor City Clerk

SCHEDULE "A"

Part of Lot 19, Concession 8 in the geographic township of Barton, in the City of Hamilton, in the Regional Municipality of Hamilton-Wentworth, designated as Parts 1 and 2 as shown on a Reference Plan deposited in the Land Registry Office at Hamilton as Plan 62R-8497.

THE CORPORATION OF THE
City Hall, 71 Main Street West, Hamilton, O

Urban Municipal
Collections
Public Library

CA4 ON HBL H35
CITG
1987

1987 November 25

N O T I C E O F M E E T I N G

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, November 30, 1987
2:00 o'clock p.m.
Room 233, City Hall

R. C. Prowse
Secretary
Transport and Environment Committee

RCP:lp

NOTE: Delegations will be heard beginning at 3:00 o'clock p.m.

A G E N D A:

1. Minutes of the October 19th, 1987 and November 16th, 1987 meetings of the Transport and Environment Committee

BOARD OF EDUCATION

2. Request by the Hamilton Board of Education to have a staff member and a Board member sit on the Transport and Environment Committee

PURCHASING

3. Supply and Delivery of Traffic Paint, 1988 Traffic Department

DIRECTOR OF PROPERTY

4. Public Works Mountain Maintenance Facility
   - Appointment of Consultants. (Report to follow)

URBAN MUNICIPAL
DEC 1 1
GOVERNMENT DOCUMENTS

DIRECTOR TRAFFIC SERVICES

5. Intersection Control

   (a) Intersection of Oakland Drive and Ellingwood Avenue

   (b) Intersection of Jackson Street East and Walnut Street East

6. School Bus Loading Zone

   (a) South side of Karen Crescent, east of San Antonio Drive

   (b) East side of Terrace Drive, south of South Bend Road East

   (c) West side of Deerborn Drive, north of Jasmine Street - Extension of existing School Bus Loading Zone

7. Parking Regulations

   (a) East side of Hughson Street South, south of Haymarket Street

   (b) East 13th Street between Fennell Avenue East and Brucedale Avenue East

   (c) West Avenue North between King William Street and Wilson Street

   (d) James Street North and MacAuley Street adjacent to No. 522 James Street North

8. Boulevard Parking

   (a) No. 167 Ferrie Street East.

   (b) Ciotti Insurance Brokers Limited, 1359 Main Street East

   (c) Angie's Tile Limited, 425 Melvin Avenue

   (d) No. 16 Leeming Street

9. Miscellaneous

   (a) Policy respecting requests for individual Reserved Permit Parking Spaces for Handicapped Residents

   (b) Intersection of Bobolink Road and Hummingbird Lane - Request for a School Traffic Officer

   (c) Apartment building at No. 200 Park Street South - Application for a Time Limit Exemption Permit

PUBLIC WORKS

10. Collection of Compacted Waste from Apartments

ENGINEERING

11. Application Submission by Sunohio Canada Inc. to the Ontario Ministry of the Environment for a class 2 Site Approval for a PCB Chemical Destruction Facility, in order to provide a service to Otis Canada Inc.

12. Plans of Subdivision

    (a) "Loconder Gardens", Hamilton

    (b) "BAYVIEW GLEN ESTATES - PHASE 2", Hamilton

LOCAL IMPROVEMENTS

13. (a) Construction of an Independent Concrete Sidewalk on the South Side of Mohawk Road West from West from Upper Horning Road to the West City Limits as a Local Improvement

    (b) Barton Street East from Kenilworth Avenue to Approximately 755m Westerly, North Side Only. Proposed Construction of an Independent Concrete Sidewalk as a Local Improvement

14. 1988 Capital Budget - Street Lighting

15. Encroachment Agreement

    (a) Proposed Canadian Liquid Air Nitrogen Pipeline, on Birmingham and Ottawa Streets

    (b) 755 Concession Street abutting Upper Sherman Avenue

16. Proposed Road Allowance Closure - Ferguson Avenue, Unopened Road Allowance from the CNR Right of Way to 24.4m+ Southerly

17. Proposed Policy Regarding the Installation of Pedestals in Established Areas for Bell Canada and Cable TV Companies on the Road Allowance (Referred back by City Council)

18. Banner Displays

    (a) "Woman's World '88 Friday, Saturday, Sunday Oct. 21, 22, 23"

    (b) "Hamilton Place - Snow White - January 7, 8, 9"

19. Christmas Lights on Local Roads

20. Street Occupation Permit - Local Roads

DELEGATIONS - 3:00 O'CLOCK P.M.

21. Traffic conditions in the vicinity of Main and Victoria

OUTSTANDING ITEMS - TRANSPORT AND ENVIRONMENT COMMITTEE

ITEM	ORIGINAL DATE	ACTION	STATUS
Mountable Curb Replacement	Nov. 2/87	Tabled	To be considered during '88 Budget deliberations
Letter from Ms. Darlene McGrator - 4 Kinrade Ave.	Nov. 16/87	Alderman Agro	Review Pending
Princess Street Road Opening	Nov. 16/87	Mr. Leach	Report Pending
St. Patrick's Parent Council	Nov. 16/87	Mr. Main	Report Pending
Fennell & Garth Traffic Department Installation	Nov. 16/87	Mr. Main Mr. Leach	Report Pending

Monday, 1987 October 19
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice-Chairman
Mayor R. Morrow
Alderman V. Agro
Alderman M. Kiss
Alderman P. Valeriano
Alderman P. Cowell
Alderman T. Murray

Also Present: Mr. L. Sage, C.A.O.
Mr. J. Pavelka
Mr. B. Court
Mrs. B. Spademan
Mr. M. Main
Mr. H. Solomon
Mr. G. Keenan
Mr. G. Aston
Mr. John Avery
Mrs. Price, Hamilton Safety Council
Staff Sgt. Spadoni
Alderman B. Hinkley
Alderman D. Christopherson
Alderman R. Wheeler
Alderman J. Gallagher

The minutes of the September 21, 1987 meeting of the Transport and Environment Committee were adopted as circulated.

Supply and delivery of Sodium Chloride

The Committee approved the following recommendation of the Manager of Purchasing respecting the supply and delivery of Sodium Chloride:

That a purchase order be issued to Domtar Inc., Toronto for the supply and delivery of Sodium Chloride as and when required during the 1987-1988 winter season, in accordance with specifications issued by the Co-ordinator of Regional Purchasing and Vendor's tender, as follows:

Price per tonne - $27.29 based on 22.5 tonne truck loads
Price per tonne - $95.02 based on 40 kg. bags, minimum 600 bags per load

Above prices include applicable taxes

Note: Lowest of three (3) tenders received. Funds provided in Stock Material Account #0393-3323.

Note: Alderman Copps requested that the Purchasing Department look into the use of CMA and Methanol as opposed to Salt and Sodium and report back to the Committee.

Supply and delivery of Screened Sand Treated and Untreated

The Committee approved the following recommendation of the Manager of Purchasing respecting the supply and delivery of Screened Sand Treated and Untreated:

That a purchase order be issued to Lakeview Sand & Gravel, Paris for the supply and delivery of Screened Sand, Treated and Untreated, as and when required during the 1987-1988 winter season, in accordance with specifications issued by the Co-ordinator of Regional Purchasing and Vendor's tender, as follows:

- Treated Sand - Delivered $13.36 per tonne; Picked up $10.70 per tonne
- Untreated Sand - Delivered $ 6.95 per tonne; Picked up $ 3.75 per tonne

Above prices include applicable taxes

Note: Lowest of three (3) tenders received. Funds provided in Stock Materials Account #0393-3323.

Sale of walkway - Laird and Locheed Drive

The Committee approved the following recommendation of the Director of Property respecting the sale of a walkway at Laird and Locheed Drive:

1. That an Offer to Purchase executed by Bert Vandehaar and Diana Yorke on September 17, 1987 and scheduled for closing 60 days after the enactment of a by-law to stop up, close and sell the portion of walkway adjacent to 59 Locheed Drive be approved and completed.

2. That an Offer to Purchase executed by Kathleen and Jean-Marc Baronette on September 21, 1987 and scheduled to close 60 days after the enactment of a by-law to stop up, close and sell the portion of walkway adjacent to 63 Locheed Drive be approved and completed.

3. That an Offer to Purchase executed by Michael and Melinda Joseph on September 27, 1987 and scheduled to close 60 days after the enactment of a by-law to stop up, close and sell the portion of walkway adjacent to 52 Laird Drive be approved and completed.

4. That an Offer to Purchase executed by Michael and Marguerite Lynch on September 17, 1987 and scheduled to close 60 days after the enactment of a by-law to stop up, close and sell the portion of walkway adjacent to 48 Laird Drive be approved and completed.

Note: The subject walkway measures 10 feet by 200 feet. Each abutting owner will purchase a parcel 5 feet by 100 feet (more or less) with en exact area to be determined by a survey prepared by the applicants to the satisfaction of the Regional Surveyor. The purchase price of $1.00 for each parcel is to be credited to account 0280-02.

It is understood and agreed that the City will remove the concrete walkway and replace with topsoil at no additional cost.

Following a discussion on an information report respecting City owned Surplus Lands, the Committee requested that Real Estate staff provide a list of City owned properties that currently have a temporary use.

Hanging flower baskets and litter containers

The Committee approved the following recommendation of the Director of Public Works respecting hanging flower baskets and litter containers within business improvement areas:

1. That the Director of Public Works approach the Executives of all the Business Improvement Areas to get their input on the possibility of the B.I.A. emptying litter containers and watering their hanging flower baskets within their B.I.A. in exchange for the supply and maintenance of hanging flower baskets within the B.I.A., so that the Public Works Department can forego the $82,000 capital cost of a garbage compactor and the annual maintenance cost of $100,000 in the 1988 Current Budget.

2. That the Planning and Development Committee be requested to supply 34 hanging flower baskets, at an estimated cost of $7,500.00, for the Downtown Promenade B.I.A.

Note: A recommendation that the Planning and Developing Committee be requested to supply the initial capital costs of $80,000.00 for the water truck which is necessary to maintain the hanging flower basket commitment to the International Village, Westdale and Downtown B.I.A.'s, was tabled with the direction that staff sit down with the B.I.A.'s to discuss ways and means of watering the baskets.

1988-1992 Capital Budget Project - Mountain Public Works Yard

The Committee approved the following report of the Director Public Works respecting the 1988-1992 Capital Budget Project re: Mountain Public Works Yard, which would increase the funding for this project from $2,007,000 to $2,400,000 due to increase construction costs and marked conditions in the construction industry.

It was understood that this item would be referred to the Executive Committee for consideration to include it in the 1988-1992 Capital Budget.

Inadvertent Encroachment Agreements

The Committee approved the following applications for inadvertent Encroachment Agreements:

a) 183 Kensington Avenue South, file No. T103-50 (600) report dated September 8, 1987.

b) 463 MacNab Street North, file No. T103-50 (601) date of report September 8, 1987.

Encroachment Agreement - 554 James Street North

The Committee approved the recommendation of the Commissioner of Engineering respecting the following Encroachment Agreement at 554 James Street North:

That the application of Mr. A. Rowles, on behalf of the present owner(s) of 554 James Street North, to install and retain the following encroachment consisting of a fabric awning, 1.22m by 1.65m by .91m high, 2.44m above the sidewalk be approved during the pleasure of City Council, provided:

a) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

b) That a first year fee of $125.00, and subsequent annual fee of $20.00 be set for this privilege.

c) That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

Banner Displays across Main Street

The Committee approved the applications for the following banner displays across Main Street:

a. Labour Day Parade and Picnic Dundurn Park Hamilton and District Labour Council Actwu-Lcucs, August 29, 1988 to September 5, 1988 in a report dated October 7, 1987 file No. T103-37.

b. Welcome CAA delicates 1903 Hamilton Automobile Club 1988 - June 20, 1988 to June 27, 1988 in a report dated October 7, 1987 file No. T103-37.

c. June 18th to 19th spectacular International Air Show, Hamilton Air Port, Top Guns-War Birds - June 13, 1988 to June 20, 1988 in a report dated October 7, 1987 file No. T103-37.

Note: Alderman Copps indicated that she wished to be recorded as being opposed to the approval of the Banner Applications.

Intersection Improvements - Barton Street and Kenora Avenue

The Committee approved the following recommendation of the Commissioner of Transportation respecting the proposed intersection improvements at Barton Street and Kenora Avenue:

That the reconstruction of concrete curbs and pavement widening on Kenora Avenue from Barton Street to approximately 100m northerly at an estimated cost of $56,000 be considered for inclusion in the 1988 Reconstruction Program.

Intersection control in the Gurnett Neighbourhood

The Committee approved the following recommendation of the Director of Traffic Services respecting intersection control in the Gurnett Neighbourhood:

a) That eastbound and westbound traffic on Greencedar Drive/Megna Court be required to stop for northbound and southbound traffic on Guildwood Drive/Gurnett Drive; and,

b) That the City Traffic by-law 66-100 be amended accordingly.

No. 34 Gladstone Avenue a residential boulevard parking

The Committee approved the following recommendation of the Director of Traffic Services respecting No. 34 Gladstone Avenue a residential boulevard parking:

That the application by the owner of the property at No. 34 Gladstone Avenue to park two vehicles partially on the City boulevard in front of this property.

Boulevard parking by Paul's Restoration Inc., 385 King William Street

The Committee approved the following recommendation of the Director of Traffic Services respecting an application where boulevard parking by Paul's Restoration Inc., 385 King William Street:

That the application by Paul's Restoration Inc. to lease a portion of the boulevard of King William Street Adjacent to 385 King William Street be approved provided that

a) The applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25 (Current rate is $100.00 per year), plus taxes, if any, in addition to the $10.00 annual encroachment insurance charge approved by City Council on 1984 February 14.

b) The owner pays a one-time $25.00 registration fee, as approved by the City Council on 1986 January 14.

c) The owner complies with requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using the portion of the road allowance for parking purposes.

d) The driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.

e) The owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses, and loss.

Parking regulations on Adis Avenue West of Napoli Drive

The Committee approved the following recommendation of the Director of Traffic Services respecting parking regulations on Adis Avenue West of Napoli Drive:

a) That parking be prohibited on the south side of Adis Avenue commencing at Napoli Drive and extending to a point 276 feet westerly therefrom; and,

b) That parking be prohibited on the north side of Adis Avenue commencing at a point 47 feet west of the extension of the west curb line of Napoli Drive and extending to a point 239 feet westerly therefrom; and,

c) That the City Traffic By-law 66-100 be amended accordingly.

New Traffic Operation Centre Facility

The Committee approved the following recommendation of the Director of Traffic Services respecting a new Traffic Operation Centre Facility:

a) That the Executive Committee be requested to consider inclusion of $6.83 million dollars in the 1988 - 1992 Capital Budget for the provision of a new Traffic Department Operations Centre; and,

b) That the Regional Municipality of Hamilton-Wentworth be requested to consider funding for debt charges within the 1988 and subsequent Budget processes to support 50 percent of the capital cost of the Operations Centre, as based on the actual division of operations activities.

Staff report back re: Pro rating costs

It was further moved by Alderman Valeriano, seconded by Alderman Agro that staff report back re: pro rating the costs. Carried.

Note: Alderman Copps and Alderman Kiss indicated that they wished to be recorded as being opposed to this item.

Parking meter duration
- Hunter Street West between James Street South and MacNab Street South

The Committee approved the following recommendation of the Director of Traffic Services respecting the parking meter duration on Hunter Street West between James Street South and MacNab Street South:

a) That the two 30 minute parking meters on the north side and the 11 one hour parking meters on the south side of Hunter Street West between James Street South and MacNab Street South be changed to three hours in duration; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

School Bus Loading Zone
- North side of Sherwood Rise, east of High Street

The Committee approved the following recommendation of the Director of Traffic Services respecting a request for a School Bus Loading Zone on the north side of Sherwood Rise, east of High Street:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Sherwood Rise, commencing at a point 32 feet east of High Street and extending to a point 308 feet easterly therefrom; and,

b) That the City Traffic By-law 66-100 be amended accordingly.

Driveway clearance
- East side of Hughson Street North, north of Canon Street East

The Committee approved the following recommendation of the Director of Traffic Services respecting driveway clearance on the east side of Hughson Street North, north of Cannon Street East:

a) That the existing "No Stopping" traffic signal clearance on the east side of Hughson Street North between Cannon Street East and a point 176 feet northerly therefrom be extended, such that the prohibition extends to a point 232 feet north of Cannon Street East; and

b) That the City Traffic By-law 66-100 be amended accordingly.

Removal of loading zone
- No. 134 Inchbury Street

The Committee approved the following recommendation of the Director of Traffic Services respecting the removal of a loading zone at No. 134 Inchbury Street:

a) That the existing parking prohibition in front of the residential property at no. 134 Inchbury Street be removed; and

b) That the City Traffic By-law 66-100 be amended accordingly.

A motion by Alderman Copps seconded by Alderman Kiss to table an item dealing with the request for school traffic officer at the intersection of Hester Street and Greeningdon Drive, was lost.

School traffic officer not be assigned to the intersection of Hester Street and Greeningdon Drive

It was moved by Alderman Cowell seconded by Alderman Murray that in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department a school traffic officer not be assigned to the intersection of Hester Street and Greeningdon Drive at this time. Carried.

Intersection control in the Rushdale Neighbourhood

The Committee approved the following recommendation of the Director of Traffic Services respecting intersection control in the Rushdale Neighbourhood:

a) Eastbound traffic on Rose Avenue be required to stop for northbound and southbound traffic on the east leg of Rowntree Drive; and,

b) Westbound traffic on Ross Avenue be required to stop for northbound and southbound traffic on the west leg of Rowntree Drive; and,

c) Westbound traffic on Rawlings Avenue be required to stop for northbound and southbound traffic on the west leg of Rowntree Drive; and,

d) Northbound traffic on Ramsden Drive be required to stop for eastbound and westbound traffic on the south leg of Rowntree Drive; and,

e) Eastbound traffic on Ramsden Drive be required to stop for northbound and southbound traffic on Rushdale Drive; and,

f) Westbound traffic on Ricardo Court be required to stop for northbound and southbound traffic on Rushdale Drive; and,

g) Northbound traffic on Charing Drive be required to stop for eastbound and westbound traffic South Park Avenue; and,

h) Eastbound traffic on Mark Place be required to stop for northbound and southbound traffic on Charing Drive; and,

i) Eastbound traffic on Benemar Court be required to stop for northbound and southbound traffic on Charing Drive; and,

j) The City traffic By-law 66-100 be amended accordingly.

Mr. Don Tebitt of 395 Rexford requested
- Three-way stop control at Rebertsfield and Rexford

Mr. Don Tebitt of 395 Rexford Drive appeared before the Committee requesting a three-way stop control at Robertsfield and Rexford.

After considerable discussion it was moved by Mayor Morrow seconded by Alderman Murray and carried:

a. That a three-way stop control be implemented at the intersection of Robertsfield Drive and Rexford Drive.

b. That no stopping corner clearances be implemented on the west side of Rexford Drive opposite Robertsfield Drive (approximately 30 ft. on either side of the intersection).

c. That City Traffic By-law 66-100 be amended accordingly.

Mr. Robert Baxter, of 56 Shelby Avenue appeared before the Committee requesting that the alley north of Melvin Avenue from Shelby to the North South Alley be closed. After considerable discussion it was moved by Alderman Valeriano seconded by Alderman Murray that this item be tabled with instructions to notify the residents that this item will be dealt with at the next meeting of the Transport and Environment Committee. Carried.

It was understood that staff was to provide backup rationale relative to the cost of the land for the next meeting and that Mr. Baxter was to approach all the objectors in the area to get them to sign a form stating that they no longer objected.

Bell Telephone and Rogers Cable TV implanting their boxes on residents front lawns

The Committee was in a receipt of a letter from Alderman Wheeler which outlined his concerns regarding complaints received from residents relating to Bell Telephone and Rogers Cable TV implanting their boxes on residents front lawns.

Alderman Wheeler stated that he felt that they were unsightly and agreed that the front lawns were not the place for these boxes. He suggested that a choice be given to the person who must have one or both of these boxes put in their front lawn. He offered the following three suggestions:

1. The boxes should be put in the rear yard.

2. There should be a concrete box set into the persons front lawn which it will allow the installation of one or more of these boxes. This box could have a metal locking lid that would keep the equipment safe and of site.

3. If the first two suggestions are not feasible due to the cost factor or the home owner does not mind, install the box or boxes as inconspicuously as possible on the front or side lawn.

After considerable discussion the Committee agreed to refer this matter to the appropriate staff for a report.

Requesting a second driveway approach ramp
- South side of Burlington Street East immediately east of James Street North

A Mr. Ziggy Wyrchinski, appeared before the Committee requesting a second driveway approach ramp on the south side of Burlington Street East immediately east of James Street North for the commercial plaza at the south east corner of this intersection. After considerable discussion it was moved by Alderman Agro seconded by Alderman Kiss that a second driveway approach be installed on the south side of Burlington Street east of James Street, to allow an entrance only to the commercial plaza on the south east corner, subject to the agreement of the Planning and Development Committee to make the appropriate modification to site plan DA-85-47 originally approved by City Council in September 1985. Carried.

The following bills were introduced

The following bills were introduced:

a. By-law respecting the construction of local improvements on a concrete alley in the block bounded by Mayflower Avenue, Glendale Ave., Cannon Street and Gage Avenue - $80,000.00

b. By-law respecting the construction of local improvements on a concrete alley in the block bounded by Elm Street, Balsam Avenue, Main Street and the T. H. & B. Railway Tracks - $46,000.00

c. By-law respecting the construction of local improvements on a concrete alley in the block bounded by Maplewood Avenue, Balsam Avenue, Elm Street and the T. H. & B. Railway Tracks - $44,000.00

d. By-law respecting the construction of local improvements of a finished roadway on Imperial Street, from Sherman Avenue to the east end - $178,000.00

e. By-law to widen Greenhill Avenue by incorporating therein Parts 7 and 8, Plan 62R-6380

f. By-law to extend Fieldway Drive by incorporating therein Part 1, Plan 62R-8777 and Part 2, Plan 62R-7879.

There being no further business, the meeting was adjourned.

TAKEN AS READ AND APPROVED,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

R. C. Prowse
Secretary

/lp

Monday, November 16, 1987
2:00 o'clock p.m.
Room 233, City Hall

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman G. Copps, Vice-Chairman
Alderman M. Kiss
Alderman V. J. Agro
Alderman P. Valeriano
Alderman P. Cowell
Alderman T. Murray

Regrets: Mayor R. M. Morrow (City Business)

Also Present: Mr. B. Court, Director of Street Operations
Mr. H. Solomon, Traffic Operations Engineer
Mr. G. Keenan, Property Department
Mr. G. Aston, Regional Transportation Department
Ms. D. Buist, Traffic Division
Regional Police Department
Staff Sergeant T. Sullivan, Traffic Division
Regional Police Department
Mrs. B. Price, Hamilton Safety Council Liaison
Mr. G. Lake, Regional Laboratories
Mr. J. Thompson, Acting Secretary

1. Minutes

Adoption of Minutes - November 2nd meeting

The minutes of the meeting of the Transport and Environment Committee held November 2, 1987 were adopted as circulated to the members.

2. Manager of Purchasing

(a) Parking Enforcement Services - Traffic Department

Parking Enforcement Services Canadian Corps of Commissionaries

As outlined in a report of the Acting Manager of Purchasing dated November 05, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton) for parking enforcement services for 1988 in accordance with specifications issued by the Manager of Purchasing and Vendor's tender as follows:

	Hourly Rate
Sergeant	9.38
Corporal	8.89
Commissionaires	8.48

Note: This represents a 3.3% increase over 1987 rates. Funds provided in Traffic By-law Enforcement, Contractual Account No. 0345-0319.

3. Commissioner of Engineering

Proposed Road Closure - Beach Road

(a) Proposed Road Allowance Closure - Beach Road

As outlined in a report of the Commissioner of Engineering dated November 02, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That the City Solicitor be directed to prepare a By-law for the stopping-up, closing and sale of a parcel of land on Beach Road being "an irregular parcel of land located approximately 133 ft. west of the west limit of Ottawa Street North having an average width of approximately 20 ft., an average length of approximately 218 ft. and an area of approximately 4057 sq. ft. totalling approximately 0.090 acres".

(ii) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-law.

(iii) That the Director of Real Estate be directed to proceed with the disposition of the said lands to the abutting owners.

(iv) That the applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor to the satisfaction of the Regional Surveyor and to delineate the manner in which the closed portion is to be distributed among the abutting owners and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

(v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Act.

(vi) That it is the purchaser's responsibility to terminate and relocate at their own expense any existing utility affected by this closing to the satisfaction of the Commissioner of Engineering.

(vii) That the existing encroachment agreements No. 260422 A.B. and No. 350710 A.B. be discharged subject to the satisfaction of the City Solicitor.

(viii) That the appropriate Civic officials be authorized to execute the documents in relation to the agreement discharges.

4. Director of Property

Sale of Road Allowance Beach Road West of Ottawa Street North to Dofasco Inc.

(a) Sale of Road Allowance - Beach Road West of Ottawa Street North to Dofasco Inc.

As outlined in a report of the Director of Property dated November 06, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

Sale of Road Allowance to Dofasco Inc.

That an Offer to Purchase executed by H. Graham Wilson, Vice-President and Secretary and Mr. Urmas Soomat, Assistant Secretary on behalf of Dofasco Inc., on October 23, 1987 and scheduled to close 60 days after the enactment of a by-law to stop up, close and sell the portion of the road allowance of Beach Road west of Ottawa Street North be approved and completed.

Note: The subject parcel is part of the road allowance of Beach Road located 133 feet (40.5 metres) west of the limit of Ottawa Street North, having an average width of 20 feet (6.09 metres) by an average depth of 218 feet (66.4 metres) more or less, containing 4 057 square feet (376.8 square metres) The purchase price of $11 177. is to be credited to Account No. 0280-02. A certified deposit cheque in the amount of $1 000. is being held by the Treasurer pending approval of this transaction.

The exact area of the subject parcel of land will be determined later through a survey prepared by the Purchaser. The final purchase price of the lands described herein is to be calculated by applying a rate of $120 000. per acre applied to the land being purchased as defined by the survey. This could result in an upward or downward adjustment to the approximate purchase price.

Land Acquisition for Walkway Connecting Fessenden and Gurnett Neighbourhoods

(b) Land Acquisition for Walkway Connecting Fessenden and Gurnett Neighbourhoods

As outlined in a report of the Director of Property dated November 02, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That an Option to Purchase in favour of the City in respect of the realty known as Municipal No. 128 Guildwood Drive executed by Janet Dove and Helen Zurbrigg on October 24, 1987 and scheduled for closing on February 25, 1988 be accepted and completed.

Note: The property under Option comprises a residential lot having a frontage of 50 feet on the northerly limits of Guildwood Drive by a depth of 150 feet complete with semi-detached residential unit thereon.

The purchase price is $126 650. the cost of which is to be charged against Account No. 0408-X95056.

(ii) That an Option to Purchase in favour of the City in respect of the realty known as Municipal No. 332 Magnolia Drive, executed by Leslie Voros and Rosalie Voros on October 27, 1987, and scheduled for closing on June 24, 1988 be accepted and completed.

Note: The property under Option comprises a residential lot having a frontage of 47.5 feet on the southerly limits of Magnolia Drive by a depth of 150 feet, complete with semi-detached residential unit thereon.

The purchase price is $128 225., the cost of which is to be charged against Account No. 0408-X95056.

Land Acquisition for Walkway Connecting Fessenden and Gurnett Neighbourhoods

(iii) That an Option to Purchase in favour of the City in respect of the realty known as Municipal No. 324 Magnolia Drive executed by Hubert Oscar McLelland and Alice Bradford McLelland on October 27, 1987, and scheduled for closing of May 27, 1988 be accepted and completed.

Note: The property under Option comprises a residential lot having a 50 foot frontage on the southerly limits of Magnolia Drive by a depth of 150 feet complete with semi-detached residential unit thereon.

The purchase price is $126 650. which is to be charged against Account No. 0408-X95056.

These three parcels are required to provide a 20 foot walkway connecting the Fessenden and Gurnett Neighbourhoods, geographically separated by the future freeway. Upon establishing the walkway, the remaining portions of the properties inclusive of their dwellings will be sold on the open market on the basis of their residual value. A fourth property remains to be acquired. However, the preclusion of the fourth parcel from the assembly will not preclude immediate creation of the walkway which could be confined to 10 feet at this point. The fourth property owner, though not opposed to selling, is not prepared to transact with the City at this time in the absence of his spouse who is presently out of the country.

5. **City Solicitor's Office**

Garbage Collection Agreement - 1049 Rymal Road East

(a) Garbage Collection Agreement - 1049 Rymal Road East

As outlined in a report of the City Solicitor dated November 09, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

That the Mayor and City Clerk be authorized to execute a Garbage Collection Agreement between The Corporation of the City of Hamilton and Victoria Park Community Homes Inc. for the collection of garbage at 1049 Rymal Road East, Hamilton.

Note: This Agreement will require the Applicant to indemnify and save the City harmless against any loss, and to purchase and file with the City Clerk an insurance policy to this effect, such policy to be an amount satisfactory to the City Solicitor. The City's Garbage By-law No. 66-182 provides for such collection.

6. Commissioner of Engineering

(a) Inadvertent Encroachment Agreement - 378 Bay Street North

Inadvertent Encroachment Agreement - 378 Bay Street North

As outlined in a report of the Commissioner of Engineering dated November 03, 1987, the Committee agreed to present the following recommendation to City Council for approval.

That the application of Mr. E. Fisher, on behalf of the present owner(s) of 378 Bay Street North, Elizabeth Fisher, to retain the following inadvertent encroachment consisting of a wooden veranda 0.72m by 6.10m and concrete walkway and steps, 3.25m by 0.91m, be approved during the pleasure of City Council provided:

(i) That the owner(s) enter into an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(ii) That a first year fee of $125., and subsequent annual fee of $20. be set for this privilege.

(iii) That the Mayor, City Clerk and Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

(b) Banner Display Applications

As outlined in reports of the Commissioner of Engineering dated October 28 and November 03, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

That the following organizations be permitted to display a promotional banner across Main Street, in front of City Hall, subject to the policy guidelines and conditions approved by City Council on October 29, 1985 and September 30, 1986 on the dates indicated below and with the following messages.

	ORGANIZATIONS	DATES	MESSAGE
i)	Ontario Boat Shows	February 8/88 to February 15/88	"Power Boat Show"
		March 14, 1988 to March 21, 1988	"Hamilton Sail Boat Show"
ii)	Football Hall of Fame Induction Committee	Sept. 6/88 to Sept. 19/88	"Canadian Football Hall of Fame Welcomes Hall of Famers and 1988 Inductees"

Banner Display Applications - Ontario Boat Shows

Banner Display Application - Football Hall of Fame Induction Committee

Note: Alderman G. Copps was recorded as opposed to the banner display applications.

Proposed Alley Closure - Between Province Street and Graham Avenue South of Monterey Avenue

(c) Proposed Alley Closure - North/South Between Province Street and Graham Avenue, from the East/West Alley to 18.28m South of Monterey Avenue

The Committee was in receipt of a report from the Commissioner of dated October 30, 1987 recommending that the City Solicitor be authorized to make application for an order to stop-up and close the subject alley.

It was moved by Alderman Copps, seconded by Alderman Kiss that the report of the Commissioner of Engineering on the proposed alley closure be tabled pending receipt of a report on the sale price of the subject lands to the abutting owners. Motion lost on a tie vote.

It was subsequently moved by Alderman Murray, seconded by Alderman Cowell and carried that the following recommendations as outlined in the report of the Commissioner of Engineering dated October 30, 1987 be submitted to City Council for approval.

(i) That the City Solicitor be authorized to make an application to a District Court Judge under Section 82 of the Registry Act R.S.O. 1980, for an order to stop-up and close the "north/south alley between Province Street and Graham Avenue from the east/west alley to 18.28m south of Monterey Avenue.

(ii) That the Commissioner of Engineering be authorized and directed to sign an affidavit setting out that no public funds have been expended on the alley to be closed.

(iii) That the documentation regarding the application to the District Court Judge be prepared by the applicant to the satisfaction of the City Solicitor and that the applicant be responsible for all fees payable in District Court.

(iv) That the Applicant register a reference plan under the Registry Act, said plan to be prepared by an Ontario Land Surveyor to the satisfaction of the Regional Surveyor and to delineate the manner in which the closed portion is to be distributed among the abutting owner(s) and that the applicant deposit a reproducible copy of said plan with the Regional Surveyor.

(v) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth for approval for the proposed closing pursuant to Section 48 of the Regional Municipality of Hamilton-Wentworth Act.

(vi) That the Director of Property be authorized to proceed with disposition of the subject lands to the abutting owner(s).

(vii) Provided the Judge's Order to close the highway is granted:

1) That the City Solicitor be directed to prepare a by-law for the sale of the closed highway to the abutting owner(s).

2) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act, R.S.O. 1980, of the intention to pass the by-law.

(d) Proposed Upgrading of Lighting, Former Donn Avenue Bus Loop, Riverdale East Neighbourhood

Proposed Upgrading of Lighting, Former Don Avenue Bus Loop

As outlined in a report of the Commissioner of Engineering dated November 03, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That Hamilton Hydro be directed to install three additional luminaires on the former Donn Avenue bus loop.

(ii) That the cost of this work estimated at $1 500. be charged to Account No. 0352-1019 - Street Lighting.

(e) Temporary Street Closure, Depew Street, on December 20, 1987 for the Dofasco Inc. Christmas Party

Temporary Street Closure - Depew Street

As outlined in a report of the Commissioner of Engineering dated October 27, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

That the application of Dofasco Inc. to temporarily close Depew Street between Burlington Street and Gertrude Street on December 20, 1987 from 8:00 a.m. to 5:00 p.m. to facilitate their Annual Christmas Party be approved subject to the following conditions:

(i) That the applicant obtain "Temporary Street Closure Application" approval from the Regional Police Department, Traffic Division, and that all barricading, detour signing and traffic control will be subject to the direction of the Regional Police Department and at the expense of the organizing group.

(ii) Clean-up of the street will be carried out immediately following the event at the expense of the organizing group.

(iii) The organizing group shall provide public liability insurance in the amount of $1 000 000. naming the City as an added insured party with a provision for cross liability and shall hold the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

(iv) No resident within the barricaded area will be denied access to their residence upon request.

(f) Incorporating Certain Lands into Carriagegate Drive

Carriagegate Drive

As outlined in a report of the Commissioner of Engineering dated November 04, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

That the City Solicitor be authorized and directed to prepare a By-law to incorporate Block 17, Plan 62M-479 into Carriagegate Drive.

(g) Lancing Drive, Proposed Commutation by the City of Roadway and Curb Local Improvement Charge

Lancing Drive - Proposed Commutation by City of Roadway and Curb Local Improvement Charge

As outlined in a report of the Commissioner of Engineering dated November 09, 1987, the Committee agreed to forward the following recommendations to the Executive Committee for ratification.

(i) That the City commute a portion of the Lancing Drive roadway and curb local improvement charge attributable to Lots 6 and 43, Plan M-227, Hamilton Mountain Industrial Park No. 1 in the amount of $4 846.58 so that the owner's portion of the charge will reflect only the portion of roadway and curb actually constructed.

(ii) That the Executive Committee be requested to recommend the method of financing this commutation.

Greenhill Gardens Phase 3 - Plan of Subdivision

(h) Plan of Subdivision for "Greenhill Gardens, Phase 3", Hamilton

As outlined in a report of the Commissioner of Engineering dated November 06, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That the submitted schedules for the estimated cost of services in "Greenhill Gardens - Phase 3" as approved by the Commissioner of Engineering, be adopted by inclusion in the proposed Subdivision Agreement.

(ii) That the City's share of the cost of services for this development ($4 789.75) be approved and charged to the Reserve for Services through Unsubdivided Lands, Account No. 0280-12.

(iii) That the approval of clause (b) be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

(iv) That, in the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, the Subdivider should be permitted to do so at his/her own risk, providing that the Subdivider enter into a Standard Agreement for Pre-Servicing.

Kenora Gardens Plan of Subdivision

(i) Plan of Subdivision for "Kenora Gardens", Hamilton

As outlined in a report of the Commissioner of Engineering dated October 29, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That the submitted schedules for the estimated cost of services in "Kenora Gardens" as approved by the Commissioner of Engineering be adopted for inclusion in the proposed Subdivision Agreement.

(ii) That the approval of clause (a) be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

(iii) That, in the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, the Subdivider should be permitted to do so at his/her own risk, providing that the Subdivider enter into a Standard Agreement for Pre-Servicing.

High Ridge West Plan of Subdivision

(j) Plan of Subdivision for "High Ridge West", Hamilton

As outlined in a report of the Commissioner of Engineering dated November 09, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That the submitted schedules for the estimated cost of services in the "High Ridge West" as approved by the Commissioner of Engineering be adopted for inclusion in the proposed Subdivision Agreement.

(ii) That the approval of clause (a) be subject to the condition that no work be commenced until the Final Survey Plan and the Subdivision Agreement have been registered.

(iii) That, in the event that the Subdivider wishes to proceed prior to the registration of the Final Plan of Subdivision, the Subdivider should be permitted to do so at his/her own risk providing that the Subdivider enter into a Standard Agreement for Pre-servicing.

(iv) That the City's share of the cost of services for this development ($12 160.96) be approved and charged to the Reserve for Service through Unsubdivided Lands, Account No. 0280-12.

7. **Director of Traffic Services**

Extension of Existing School Bus Loading Zone Bobolink Road, Meadowlark Drive

(a) South side of Bobolink Road, East of Meadowlark Drive - Extension of Existing School Bus Loading Zone

As outlined in a report of the Director of Traffic Services dated October 30, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

(i) That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m. Monday to Saturday" regulation on the south side of Bobolink Road commencing at a point 41 feet east of Meadowlark Drive and extending to a point 35 feet easterly therefrom be extended, such that the regulation commences at a point 40 feet east of Meadowlark Drive and extends to a point 80 feet easterly therefrom; and,

(ii) That the City Traffic By-law 66-100 be amended accordingly.

Request for School Bus Loading Zone - Limeridge Road East, Leggett Crescent

(b) North Side of Limeridge Road East, West of Leggett Crescent - Request for School Bus Loading Zone

As outlined in a report of the Director of Traffic Services dated October 30, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

(i) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m, Monday to Saturday" regulation be implemented on the north side of Limeridge Road East, commencing at a point 21 feet west of the east curb line of Leggett Crescent and extending to a point 40 feet westerly therefrom; and,

(ii) That the City Traffic By-law 66-100 be amended accordingly.

Application for Time Limit Exemption Permit No. 142 Caroline Street South

(c) Apartment Building at No. 142 Caroline Street South - Application for Time Limit Exemption Permit

As outlined in a report of the Director of Traffic Services dated October 28, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first eight applicants residing in the apartment building at No. 142 Caroline Street South.

Application for Time Limit Exemption Permit No. 195 Leeming Street

(d) Apartment Building 195 Leeming Street - Application for Time Limit Exemption Permit

As outlined in a report of the Director of Traffic Services dated November 02, 1987, the Committee agreed to submit the following recommendation to City Council for approval.

That the Director of Traffic Services be authorized to issue, upon request, one time limit exemption permit to each of the first three applicants residing in the apartment building at No. 95 Leeming Street.

Parking Regulations - Ray Street South between Jackson Street West and Main Street West

(e) East Side of Ray Street South between Jackson Street West and Main Street West - Parking Regulations

As outlined in a report of the Director of Traffic Services dated October 28, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That a "One Hour Parking Time Limit" regulation be implemented on the east side of Ray Street South between Jackson Street West and Main Street West; and,

(ii) That the City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Forest Avenue, Walnut Street South and Ferguson Avenue South

(f) North Side of Forest Avenue between Walnut Street South and Ferguson Avenue South - Parking Regulations

As outlined in a report of the Director of Traffic Services dated November 04, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That a "Permit Parking" regulation be implemented on the north side of Forest Avenue between Walnut Street South and Ferguson Avenue South; and,

(ii) That the Director of Traffic Services be authorized to issue one parking permit, upon request, to one resident of each of the one, two or three family dwellings abutting the block and any additional permits (to a maximum of nine) on a first come first served basis; and,

(iii) That the City Traffic By-law 66-100 be amended accordingly.

Parking Regulations - Haymarket Street, Hughson Street South

(g) South Side of Haymarket Street, east of Hughson Street South - Parking Regulations

As outlined in a report of the Director of Traffic Services dated November 02, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

(i) That the existing parking prohibition on the south side of Haymarket Street between Hughson Street South and a point 115 feet easterly be rescinded to allow the restoration of two parking meters; and,

(ii) That the City Traffic By-law 66-100 be amended accordingly.

(h) First Place (Jubilee Consultant Services), 350 King Street East Suite 218 - Application for Boulevard Parking

Application for Boulevard Parking First Place (Jubilee Consultant Services)

As outlined in a report of the Director of Traffic Services dated November 05, 1987, the Committee agreed to submit the following recommendations to City Council for approval.

That the application by First Place (Jubilee Consultant Services) to lease a portion of the boulevard of West Avenue South, adjacent to No. 350 King Street East, be approved provided:

(i) That the applicant pays the annual fee in accordance with the fee structure approved by the City Council on March 25, 1986 (Current rate is $125. per year), plus taxes, if any, in addition to the annual $10. annual encroachment charge approved by City Council on February 14, 1984.

(ii) That the owner pays a one time $25. registration fee as approved by the City Council on January 14, 1986.

(iii) That the owner complies with the requirements as set out in the policy approved by the City Council on June 24, 1975, respecting using a portion of the road allowance for parking purposes.

(iv) That the driveway approaches, parking areas and other structures as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.

(v) That the owner executes an agreement satisfactory to the City Solicitor to indemnify and save the City harmless from all actions, cause of action, interest, claims, demands, costs, damages, expenses and loss.

(i) Intersection of Franklin Road and East 27th Street - Request for a School Traffic Officer

Request for School Traffic Officer - intersection of Franklin Road and East 27th Street

The Committee was in receipt of a report of the Director of Traffic Services dated November 11, 1987 recommending that, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Franklin Road and East 27th Street at this time.

Following discussion the Committee agreed to recommend to City Council that a School Traffic Officer be assigned to assist children crossing the intersection of Franklin Road and East 27th Street on a temporary basis until June 1988 and that the re-assignment of a School Traffic Officer at this intersection be reviewed prior to the commencement of the 1988 - 1989 school term.

(j) Intersection of Upper Wellington Street and South Bend Road - Request for a School Traffic Officer

Request for School Traffic Officer - intersection of Upper Wellington and South Bend Road

As outlined in a report of the Director of Traffic Services dated November 11, 1987, the Committee approved that in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a School Traffic Officer not be assigned to the intersection of Upper Wellington Street and South Bend Road.

Letter from Ms. Darlene McGrath - 4 Kinrade Street

(k) Letter from Ms. Darlene McGrath - 4 Kinrade Avenue, Hamilton

The Committee was in receipt of a report of the Director of Traffic Services dated November 09, 1987 recommending that the Committee receive the report and that a copy of the report be forwarding to Ms. Darlene McGrath.

At the request of Alderman Agro, the Committee agreed to table the report in order to give Alderman Agro an opportunity to review Ms. McGrath's letter.

New Traffic Operations Centre

(l) Cost Sharing Arrangements - New Traffic Operations Centre

The Committee received a report of the Director of Traffic Services dated November 06, 1987 dealing with the cost sharing arrangements for the new Traffic Operations Centre.

8. City Solicitor

Bills

(a) Bills

As outlined in a report of the City Solicitor dated October 26, 1987, the Committee agreed to submit a bill to City Council to authorize the widening of Elmore Drive by incorporating therein Parts 10 and 11, Plan 62R-8311.

9. Commissioner of Engineering

Proposed Construction of Finished Roadway and Curb Princess Street, Sherman Avenue to East End (north side only)

(a) Princess Street from Sherman Avenue to the East End, Proposed Construction of Finished Roadway and Curb (North Side Only)

As outlined in a report of the Commissioner of Engineering dated November 05, 1987, the Committee agreed to forward the following recommendations to the Executive Committee for ratification.

(i) That the construction of a finished roadway and concrete curb (north side only) on Princess Street from Sherman Avenue to the east end as a local improvement not be proceeded with since a sufficiently-signed petition against the work has been received by the City Clerk.

(ii) That Section 4 of the Eleventh Report of the Executive Committee which was approved by City Council on May 12, 1987, be rescinded.

(iii) That consideration be given to including the reconstruction of the sidewalk on the south side of Princess Street at the above-noted location, including regrading and surface-treating the roadway and installing additional catch basins in the 1988 Preliminary Reconstruction Program.

The Committee also approved that staff investigate the feasibility and possibility of re-opening that portion of Princess Street that was closed some years ago at the request of Stelco.

10. Director of Traffic Services

Request for a Reserved Permit Parking Space - Mr. T. Nixon, 25 East 19th St.

(a) Mr. T. Nixon, 25 East 19th Street - Request for a Reserved Permit Parking Space

Mr. T. Nixon, 25 East 19th Street appeared before the Committee requesting a reserved permit parking space on the street in front of his home.

As outlined in a report of the Director of Traffic Services dated November 11, 1987, the Committee approved that no action be taken on the request of Mr. Nixon for a reserved permit parking space in front of his home.

11. Letter from the President of St. Patrick's Parent Council

President of St. Patrick's Parent Council

The Committee was in receipt of a report of the Director of Traffic Services dated November 10, 1987 recommending that the Traffic Department be directed to investigate and report back on the various traffic control measures requested by the President of St. Patrick's Parent Council. It was noted that in total, 67 separate items are listed which would require investigation. It is estimated that preparation of a report responding to each item individually would require a minimum of two to three person weeks of staff time.

Following consideration, the Committee agreed to focus its attention on the request pertaining to the intersection of Victoria Avenue and Main Street and authorize the Traffic Department to investigate and report back on the various traffic control measures requested for that intersection.

Alderman Copps was recorded as opposed to dealing with one item only rather than all the items outlined in the report of the Director of Traffic Services.

12. Go Train Service Expansion Program

Go Train Service Expansion Program

Mr. Brian Ogden, Project Manager, Toronto Area Co-ordinating Office, Ministry of Transportation and Mr. John Sutherns, Consultant, Project Manager, McCormick, Rankin appeared before the Committee and made a presentation on the planning study of the expansion of Go Train service between Burlington and Hamilton. They submitted the following preliminary technical recommendations.

Route

Subject to environmental assessment approval, shift existing service from CN Station to CP/T.H. & B. Station.

Level of Service

(a) Proceed with detailed simulation by CN and CP to determine various of levels of service and track requirements.

(b) Subject to environmental assessment approval, provide incremental improvements and level of service as appropriate.

Stations

(a) Establish the requirements for the staged implementation of the intergration of bus and rail services at the T.H. & B. Station. This facility will be the focus for downtown Hamilton access to the Go Train System.

(b) Protect for future stages implementation of a station at Waterdown Road. This station will provide the focus for regional access via the highway network to the Go Train system.

Installation of Traffic Sign - Fennell Avenue and Garth Street

13. **Fennell Avenue and Garth Street, Installation of Traffic Sign**

Alderman Tom Murray expressed concern over the necessity of having to dig up a recently constructed sidewalk at the intersection of Fennell Avenue and Garth Street in order to accommodate a base for a new traffic sign. He explained that one lane of Fennell Avenue had to be closed in order to carry out this work which created an added inconvenience and annoyance to the area residents. He questioned why the Engineering Department was not notified well in advance of the commencement of the Fennell and Garth reconstruction project that a sign base would be required and that it would necessary to make provision in the specifications for this particular project.

Following discussion, direction was given that the Director of Traffic Services and the Commissioner of Engineering submit a joint report explaining why this was allowed to happen and why proper procedure was not followed by notifying the Engineering Department that a base was required for the eventual installation of a new traffic sign.

Adjournment

The meeting then adjourned.

Taken as read and approved,

ALDERMAN H. MERLING, CHAIRMAN
TRANSPORT AND ENVIRONMENT COMMITTEE

John Thompson, Acting Secretary
November 16, 1987

Typed by M. J. Walton

2

FOR INFORMATION

FROM R. C. Prowse, Secretary
Transport & Environment Committee

DATE 1987 November 25

TO Transport & Environment Committee

Refer To File No. _____

Attention Of _____

Your File No. _____

SUBJECT

Request by the Hamilton Board of Education to have a staff member and a Board member sit on the Transport and Environment Committee

BACKGROUND

See attached letter.

The Board of Education for the City of Hamilton

OFFICE OF THE
DIRECTOR OF EDUCATION AND SECRETARY

100 MAIN STREET WEST
HAMILTON, ONT.
TELEPHONE (416) 527-5092

MAILING ADDRESS
P.O. BOX 558
HAMILTON, ONT.
L8N 3T1

RECEIVED
DEC 5
CITY CLERK'S

1986 12 03.

Mr. E. A. Simpson, City Clerk,
The Corporation of the City of Hamilton,
P.O. Box 2040,
Station A,
Hamilton, Ontario
L8N 3T4

Dear Mr. Simpson:

At a recent meeting of the Board, some concerns were expressed with respect to trustee representation on the Transport and Environment Committee (one trustee) and the Parks and Recreation Committee (two trustees).

I have been asked to determine if it would be possible to have a Board staff member sit on these committees, in addition to a trustee(s). During the discussions, an example was given whereby, in the case of the Parks and Recreation Committee, the Board's representation could be one trustee and one staff member.

I would be happy to discuss these concerns with you, in order to arrive at a viable solution.

Yours sincerely,

A. J. Krever,
Director of Education
and Secretary.

OTHER

10. That the Hamilton Board of Education and the Hamilton-Wentworth Regional Police Department be invited to have non-voting representatives on the Transport and Environment Committee to maintain the liaison which has existed for many years.

11. That no action be taken on a letter from the Township of Georgian Bay requesting the City of Hamilton to pass a resolution urging the Province of Ontario to not permit the construction of two (2) or more Power Generating Stations on the Musquash River and Go Home Lake by the Ontario Water, Light and Power Corporation.

12. That no action be taken on the request of the Institute of Edible Oil Foods that Hamilton City Council pass a resolution urging the Province of Ontario to pass an amendment to the Ontario Oleomargarine Act, removing restrictions on the colour in which Oleomargarine may be made and consumed in Ontario.

13. That no action be taken at this time on a letter from the City of New York requesting the City of Hamilton to consider passing a By-law to prohibit the keeping of certain kinds of animals in the City.

Note: For the information of the members of City Council, the Hamilton Society for the Prevention of Cruelty to Animals is currently studying the legislation pertaining to animals in the City of Hamilton and will be submitting recommendations for legislative changes to the Legislation Committee in the near future.

14. That leave be granted to introduce the following bills:

Bill B-26 - By-law to regulate the Hamilton Market.
Bill B-27 - By-law to confirm proceedings of the Council of the Corporation of the City of Hamilton.

15. That the tax adjustments as set out in Schedule A (Compasionate) be approved as recommended by the Tax Appeal Sub-committee as a result of its hearing of May 28, 1981.

Respectfully submitted,

J. MacDonald

Alderman J. MacDonald, Chairman

S.G. Hollowell, Secretary
June 19, 1981
SGH/sma

* Section 15 added during Council.

3

FOR ACTION

FROM J. Avery, Acting Manager of Purchasing

DATE 87.11.18

TO TRANSPORT & ENVIRONMENT COMMITTEE

File No. _____

Attention Of _____

Your File No. 3-5.1

SUBJECT - SUPPLY AND DELIVERY OF TRAFFIC PAINT, 1988
TRAFFIC DEPARTMENT

RECOMMENDATION
That a purchase order be issued to Niagara Paint & Chemical, Hamilton for the supply and delivery of Traffic Paint as and when required during 1988, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Traffic Paint White and Yellow - 205 L. containers - $1.60/litre
- 20 L. containers - $1.66/litre

NOTE: Lowest of four (4) tenders received. Funds provided in Pavement Markings Account #0394-3324.

John Avery

J. Avery, Acting Manager of Purchasing

BACKGROUND - Tender Analysis based on estimated annual usage. 7% PST is extra

	PAINT
Niagara Paint & Chemical, Hamilton	$140,520
Ibis Products Limited, Scarborough	146,390
P.P.G. Canada Inc., Etobicoke	230,120
Korzite Coatings, Guelph	262,860

Seventeen suppliers were requested to bid.

5(a)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 13

TO Transport and Environment Committee

Refer To File No. TEC-240-87

Attention Of M. Hazell

Your File No.

SUBJECT

Intersection of Oakland Drive and Ellingwood Avenue - Intersection Control.

RECOMMENDATIONS

That:

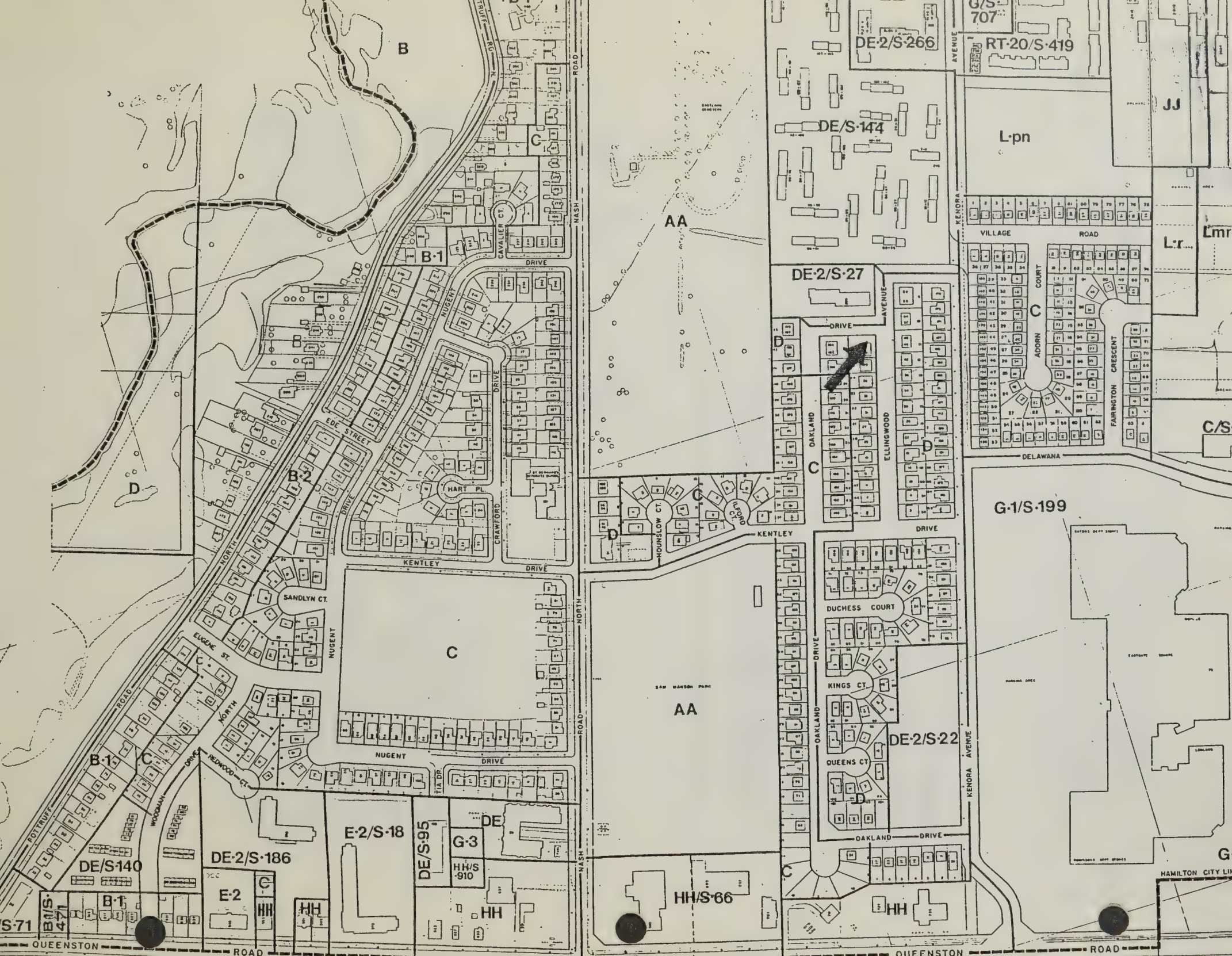
- eastbound traffic on Oakland Drive be required to stop for northbound and southbound traffic on Ellingwood Avenue; and,
- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Alderman Reg Wheeler has advised of a request that a stop sign be erected to control eastbound traffic on Oakland Drive at Ellingwood Avenue. The subject intersection is a "T" type intersection, and presently, there are no intersection control signs.

Traffic Department records indicate that there have been no reported accidents at this location in recent years. Thus, the intersection has been operating safely, and there is no apparent compelling reason to erect a stop sign at this location. However, as a safety measure related to the right-of-way at the intersection, the Traffic Department would not object to erecting a stop sign at this location. Therefore, the Traffic Department concurs with this request.


B
C
B-1
AA
DE-2/S-266
RT-20/S-419
G/S-707
DE/S-144
L-pn
JJ
DE-2/S-27
VILLAGE ROAD
KENORA AVENUE
ADORN COURT
FAIRINGTON CRESCENT
DELAWANA
DRIVE
OAKLAND
ELLINGWOOD
HOUNSLOW CT.
ILFORD CRES.
KENTLEY
DUCHESS COURT
KINGS CT.
QUEENS CT.
G-1/S-199
B-2
D
HART PL
CRAWFORD
NUGENT
NORTH
SANDLYN CT.
EUGENE ST.
WOODMAN DRIVE
REDWOOD CT.
TIA DR.
E-2/S-18
DE/S-95
G-3
DE
HH/S-910
DE-2/S-186
DE/S-140
E-2
HH
HH/S-66
DE-2/S-22
B1/S-471
/S-71
QUEENSTON ROAD
HAMILTON CITY LI

5(b)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 12

TO Transport and Environment Committee

Refer To File No. TEC-92(a)-87

Attention Of M. Hazell

Your File No. 3-9.4

SUBJECT

Intersection of Jackson Street East and Walnut Street East - Intersection Control.

RECOMMENDATIONS

That:

- four-way stop control be implemented at the intersection of Walnut Street and Jackson Street East; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

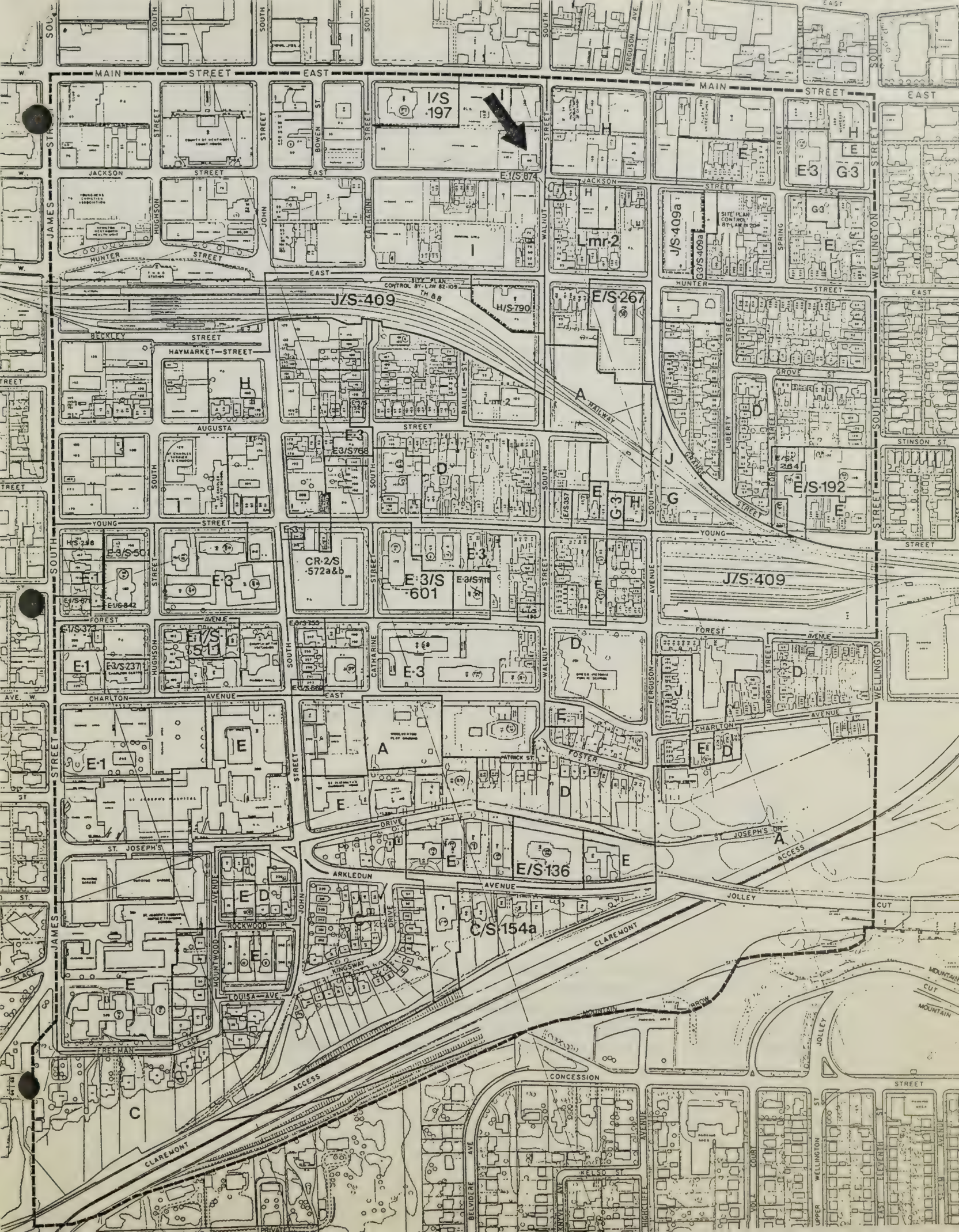
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

In report TEC-92-87, the Traffic Department reported respecting a request from Alderman Vince Agro that eastbound and westbound stop control be implemented at the intersection of Walnut and Jackson. At that time, northbound and southbound traffic on Walnut was required to stop for eastbound and westbound traffic on Jackson. However, since visibility for northbound and southbound traffic was obstructed to some degree by parked cars, and switching the direction of stop control at the intersection would be advantageous to the stop control pattern on both Walnut and Jackson, the Traffic Department concurred with the request. The Committee and subsequently City Council on 1987 June 23, approved switching the direction of stop control, and the stop signs were switched on 1987 September 09.

Since the change in the direction of stop control was implemented, the Traffic Department has received numerous requests that four-way stop control be implemented at the intersection because visibility is obstructed for eastbound and westbound drivers at the intersection.

An investigation has determined that visibility for eastbound and westbound motorists is obstructed by a parking lot attendant's booth on the northeast corner and by a building on the northwest corner which is compounded by the fact that the curb lines are off-set on the west side of Walnut. Also, this intersection is the intersection of two collector roadways which carry moderately heavy traffic volumes. Therefore, this intersection meets the criteria for the implementation of all direction stop control and for this reason, the Traffic Department concurs with the request.


MAIN STREET EAST
I/S 197
E/S 874
J/S 409
H/S 790
E/S 267
Lmr-2
J/S 409a
G3/S 409a
SITE PLAN CONTROL BY-LAW 82-109
E3/S 768
CR-2/S 572a&b
E3/S 601
E3/S 711
J/S 409
E/S 192
E/S 264
E/S 136
C/S 154a
HUNTER STREET
JACKSON STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ARKLEDUN AVENUE
ST. JOSEPH'S DRIVE
CLAREMONT ACCESS
JOLLEY CUT
MOUNTAIN BROW
MOUNTAIN CUT
CONCESSION STREET
JAMES STREET
HUGHSON STREET
JOHN STREET
CATHARINE STREET
WALNUT STREET
BAILLIE ST.
FERGUSON AVE
WELLINGTON STREET
SPRING
GROVE ST
STINSON ST
FOSTER ST
PATRICK ST
AURORA STREET
ROCKWOOD PL
MOUNTWOOD PLACE
LOUISA AVE
FREEMAN PLACE
KINGSWAY DRIVE
BELVIDERE AVE
KELSO ST
VOLZ COURT
RAILWAY

6(a)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 13

TO Transport and Environment Committee

Refer To File No. TEC-235-87

Attention Of M. Hazell

Your File No. 3-9.7

SUBJECT

South side of Karen Crescent, east of San Antonio Drive - School Bus Loading Zones.

RECOMMENDATIONS

That:

- the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Karen Crescent commencing at a point 288 feet east of San Antonio Drive and extending to a point 168 feet easterly therefrom be extended, such that the regulation commences at a point 256 feet east of San Antonio Drive and extends to a point 200 feet easterly therefrom; and,

- the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Karen Crescent commencing at a point 69 feet east of San Antonio Drive and extending to a point 100 feet easterly therefrom be rescinded; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main

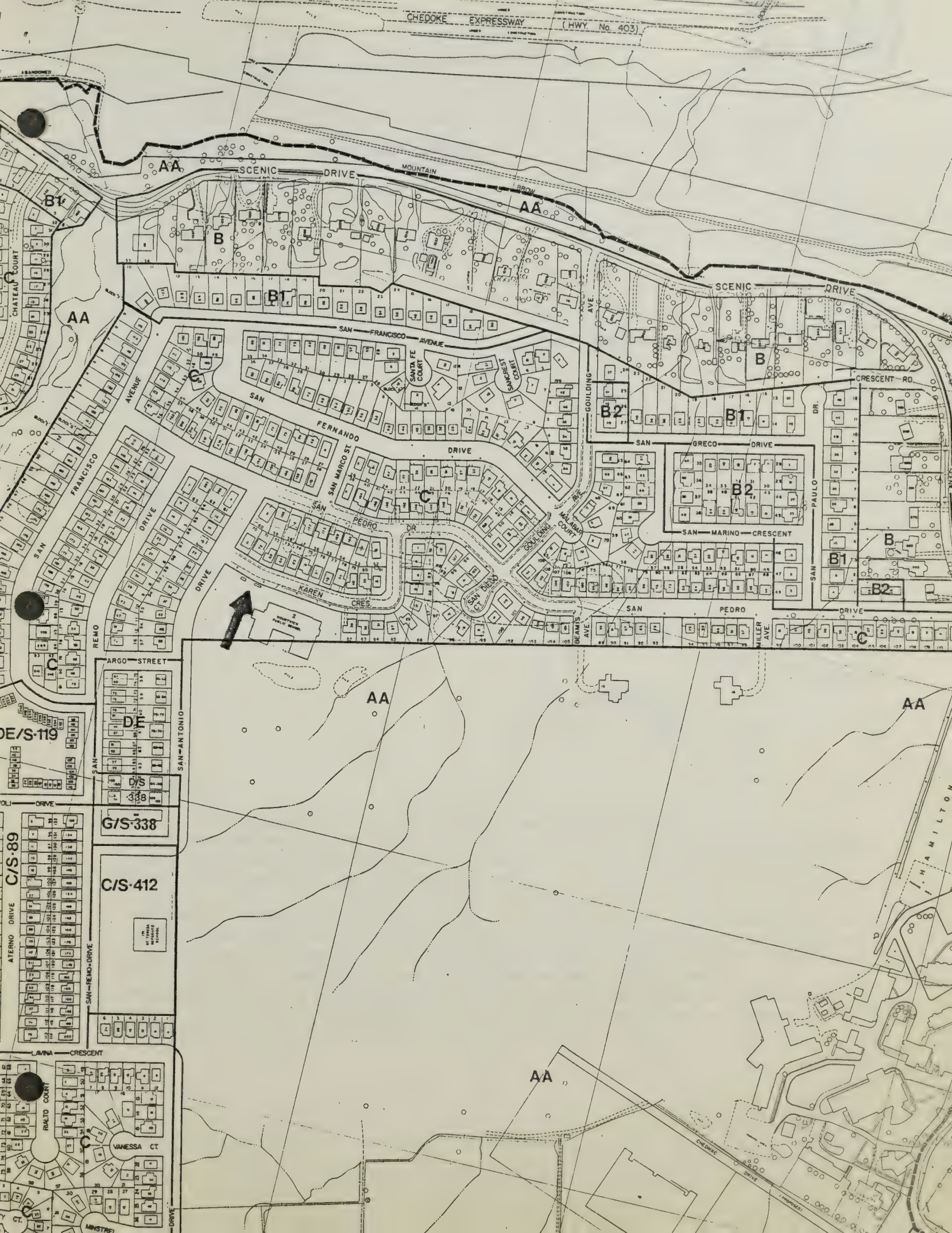
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The Principal of Mountview Public School, 59 Karen Crescent, has contacted the Traffic Department and requested that the existing school bus loading zones in front of the school be adjusted to accommodate their present school bus loading requirements. There are presently two "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulations in front of the school.

These school bus loading zones were implemented in 1983, and presently accommodate seven school buses. The remainder of the south side of the street in front of the school is signed with a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation.

The requested adjustments to the school bus loading zones will result in one long school bus loading zone to accommodate five school buses directly in front of the school building. One of the existing school bus loading zones will then be replaced with the "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation in accordance with the remainder of the school frontage. The Traffic Department concurs with this request.


CHEDOKE EXPRESSWAY (HWY. No. 403)
SCENIC DRIVE
MOUNTAIN BROW
SAN FRANCISCO AVENUE
SANTA FE COURT
SANCREST COURT
GOULDING AVE.
CRESCENT RD.
SAN GRECO DRIVE
SAN MARINO CRESCENT
MALABAR COURT
SAN PEDRO DR.
KAREN CRES.
SAN DIEGO CT.
BEAM AVE.
MILLER AVE.
SAN MARCO ST.
SAN FERNANDO DRIVE
SAN FRANCISCO AVENUE
CHATEAU COURT
REMO DRIVE
ARGO STREET
SAN ANTONIO
SAN REMO DRIVE
LAVINA CRESCENT
RIALTO COURT
VANESSA CT.
ATERNO DRIVE
CHEDWORTH DRIVE
AA
B
B1
B2
C
DE
D/S 338
G/S-338
C/S-412
C/S-89
DE/S-119

6(b)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 13

TO Transport and Environment Committee

Refer To File No. TEC-239-87

Attention Of M. Hazell

Your File No. 3-9.7

SUBJECT

East side of Terrace Drive, south of South Bend Road east - Removal of School Bus Loading Zone.

RECOMMENDATIONS

That:

- the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Terrace Drive commencing at a point 315 south of South Bend Road East and extending to a point 240 feet southerly therefrom be rescinded; and,

- the City Traffic By-law 66-100 be amended accordingly.

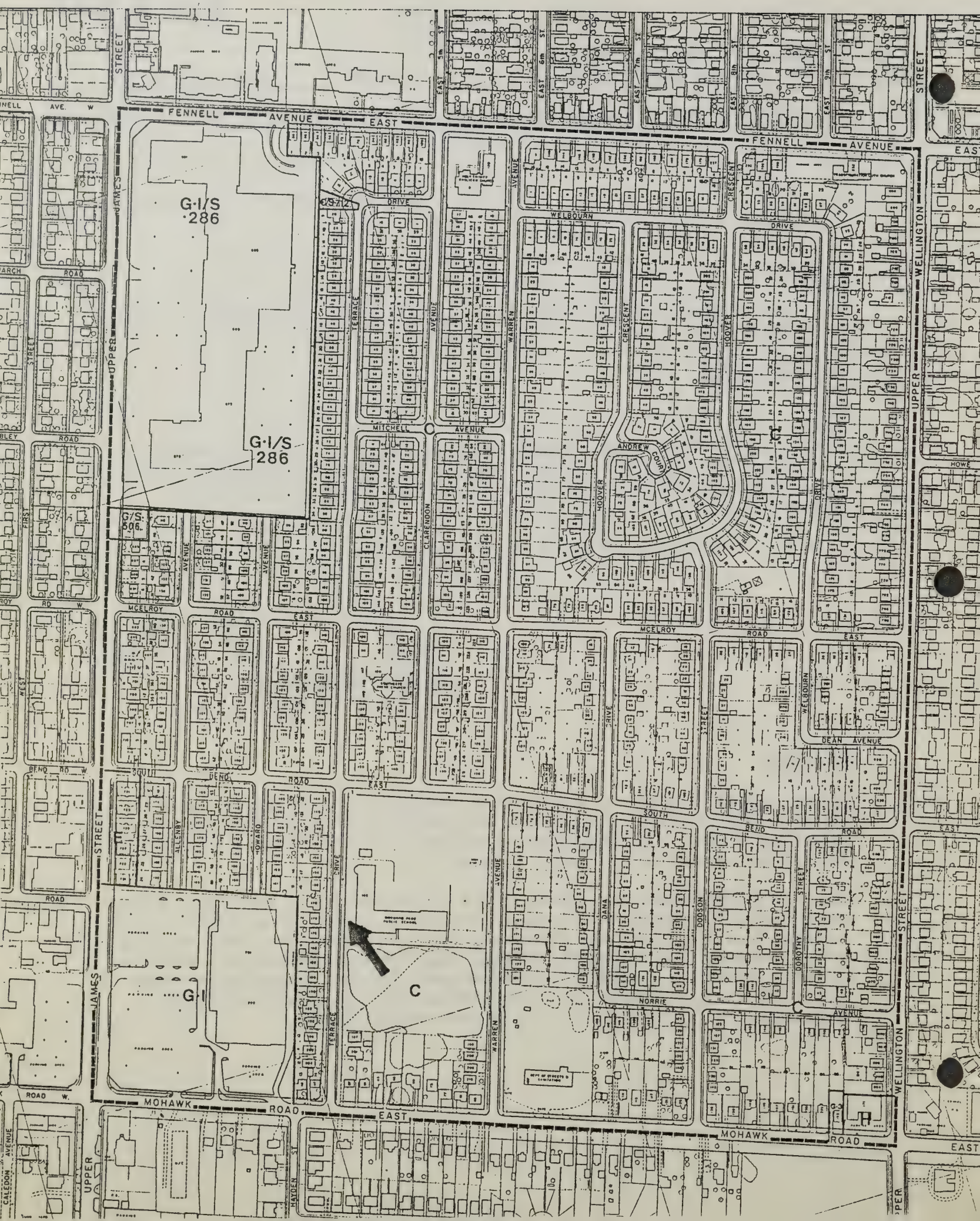
Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Alderman Henry Merling has forwarded to the Traffic Department a copy of a letter from a resident of Terrace Drive, advising, in part, that the existing school bus loading zone regulation on the east of Terrace Drive in front of Norwood Park School is no longer required.

The Traffic Department has spoken with a representative of the school who has advised that the school is no longer serviced by school buses since it is now a French Emersion School and the parents are responsible for their children's transportation. Therefore, the Traffic Department recommends that the existing school bus loading zone be rescinded and that this area be signed with a "No Parking" regulation in accordance with the existing parking prohibition on the east side of the street in this block.


FENNELL AVENUE EAST
FENNELL AVENUE
G-I/S 286
G-I/S 286
G/S 506
MOHAWK ROAD EAST
MOHAWK ROAD
UPPER JAMES STREET
UPPER WELLINGTON STREET
MCELROY ROAD EAST
BEND ROAD EAST
WELBOURN DRIVE
HOOVER CRESCENT
ANDREW COURT
MITCHELL AVENUE
CLARENDON AVENUE
WARREN AVENUE
TERRACE DRIVE
DANA DRIVE
DOBSON STREET
DOROTHY STREET
NORRIE AVENUE
GEAN AVENUE
HOWARD DRIVE
ALLENBY AVENUE
HAYDEN ST
C
G

6(c)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 13

TO Transport and Environment Committee

Refer To File No. TEC-241-87

Attention Of M. Hazell

Your File No. 3-9.7

SUBJECT

West side of Deerborn Drive, north of Jasmine Street - Extension of existing School Bus Loading Zone

RECOMMENDATIONS

That:

- the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Deerborn Drive commencing at a point 25 feet north of Jasmine Street and extending to a point 104 feet northerly therefrom be extended, such that the regulation commences at a point 25 feet north of Jasmine Street and extends to a point 144 feet northerly therefrom; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The Traffic Department has received a letter from the Board of Education for the City of Hamilton asking that the existing school bus loading zone on the west side of Deerborn Drive adjacent to Thornbrae Public School, 56 Thorner Drive, be extended, to accommodate one additional school bus. The existing school bus loading zone was implemented in 1983, and presently accommodates three school buses.

An extension of the existing school bus loading zone to accommodate an additional school bus will not result in any loss of on-street parking since the west side of Deerborn Drive along the flankage of the school property is presently signed "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday". Therefore, the Traffic Department concurs with this request.


MOHAWK ROAD EAST
H/S 840a
E-2/S-789
WENTWORTH ROAD
C
DE
DE-3
E-2
E
H
LILACSIDE DRIVE
BISHOPSGATE AVENUE
RANCHDALE DRIVE
DEERBORN CRESCENT
DORVAL ST
JEANETTE ST
UPPER SHERMAN DRIVE
BELLINGHAM DRIVE
THORNER DRIVE
JASMINE STREET
HH/S-701
HH/S-701a
HH/S-701
AA
G-2
SOUTHAMPTON DRIVE
BERKO
GRANDOAKS DRIVE
A
R-4
AA/S-675b
H.E.P.C.
LIMERIDGE ROAD EAST
HH
MOUNTAIN FREEWAY

7(a)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 12

TO Transport and Environment Committee

Refer To File No. TEC-234-87

Attention Of M. Hazell

Your File No. 3-9.2

SUBJECT

East side of Hughson Street South, south of Haymarket Street - Parking Regulations

RECOMMENDATIONS

That:

- the existing parking prohibition on the east side of Hughson Street South, commencing at a point 70 feet south of Haymarket Street and extending to a point 40 feet southerly therefrom be rescinded to allow the restoration of two parking meters; and

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The owner of the properties at Nos. 113, 115, and 117 Hughson Street South, located on the east side of Hughson, south of Haymarket, has contacted the Traffic Department and requested that the existing "No Parking Anytime" regulation in front of No. 115 Hughson be removed, and that it be replaced with parking meters.

In report TEC-4-86, the Traffic Department reported that the proprietor of the Haymarket Restaurant, No. 115 Hughson Street South, had requested that the two metered parking spaces on the east side of Hughson, in front of the

restaurant, be removed and that parking be prohibited in this area in order to allow loading and unloading to occur directly in front of the restaurant. This request was approved by the City Council and on 1986 March 21, the meters were removed and the "No Parking Anytime" signs were erected.

The owner of the building has advised that the Haymarket Restaurant is no longer in operation at this location, and that the building is being converted to office use. Therefore, the owner has advised that the loading area is no longer required, and has requested that the parking meters be restored in front of the building. The Traffic Department concurs with this request.


MAIN STREET EAST
JAMES STREET SOUTH
JACKSON STREET
HUNTER STREET
BECKLEY STREET
HAYMARKET STREET
AUGUSTA STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD PL
MOUNTWOOD AVENUE
LOUISA AVE
FREEMAN PLACE
KINGSWAY DRIVE
CLAREMONT ACCESS
CONCESSION STREET
JOLLEY CUT
MOUNTAIN BROW
HUGHSON STREET
JOHN STREET
CATHARINE STREET
WALNUT STREET
BAILLIE STREET
FERGUSON AVE
WELLINGTON STREET
GROVE ST
FOSTER ST
PATRICK ST
AURORA STREET
LIBERTY STREET
SPRING STREET
BOWEN ST
BELVIDERE AVE
I/S-197
J/S-409
J/S-409a
E/S-267
E/S-192
E/S-136
C/S-154a
CR-2/S-572a&b
E-3/S-601
E/S-574
E/S-501
E/S-237
E/S-768
E/S-357
E/S-311
H/S-790
H/S-298
E/S-874
E/S-842
E/S-230
E/S-606
Lmr-2
RAILWAY
SITE PLAN CONTROL BY-LAW 82-109
SITE PLAN CONTROL BY-LAW
TH & B

7(b)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 12

TO Transport and Environment Committee

Refer To File No. TEC-236-87

Attention Of M. Hazell

Your File No. 3-9.2

SUBJECT

East 13th Street between Fennell Avenue East and Brucedale Avenue East - Parking Regulations

RECOMMENDATIONS

That:

- an "Alternate Side Parking" regulation be implemented on East 13th Street between Fennell Avenue East and Brucedale Avenue East such that parking is prohibited:
  - on the west side of the street during the months of December, January, February and March and from the 1st to 15th of April, May, June, July, August, September, October and November; and,
  - on the east side of the street from the 16th to the last day of the April, May, June, July, August, September, October and November; and,
- that the Traffic By-law 66-100 be amended accordingly.

Murray F. Main, P. Eng.
Director of Traffic Services

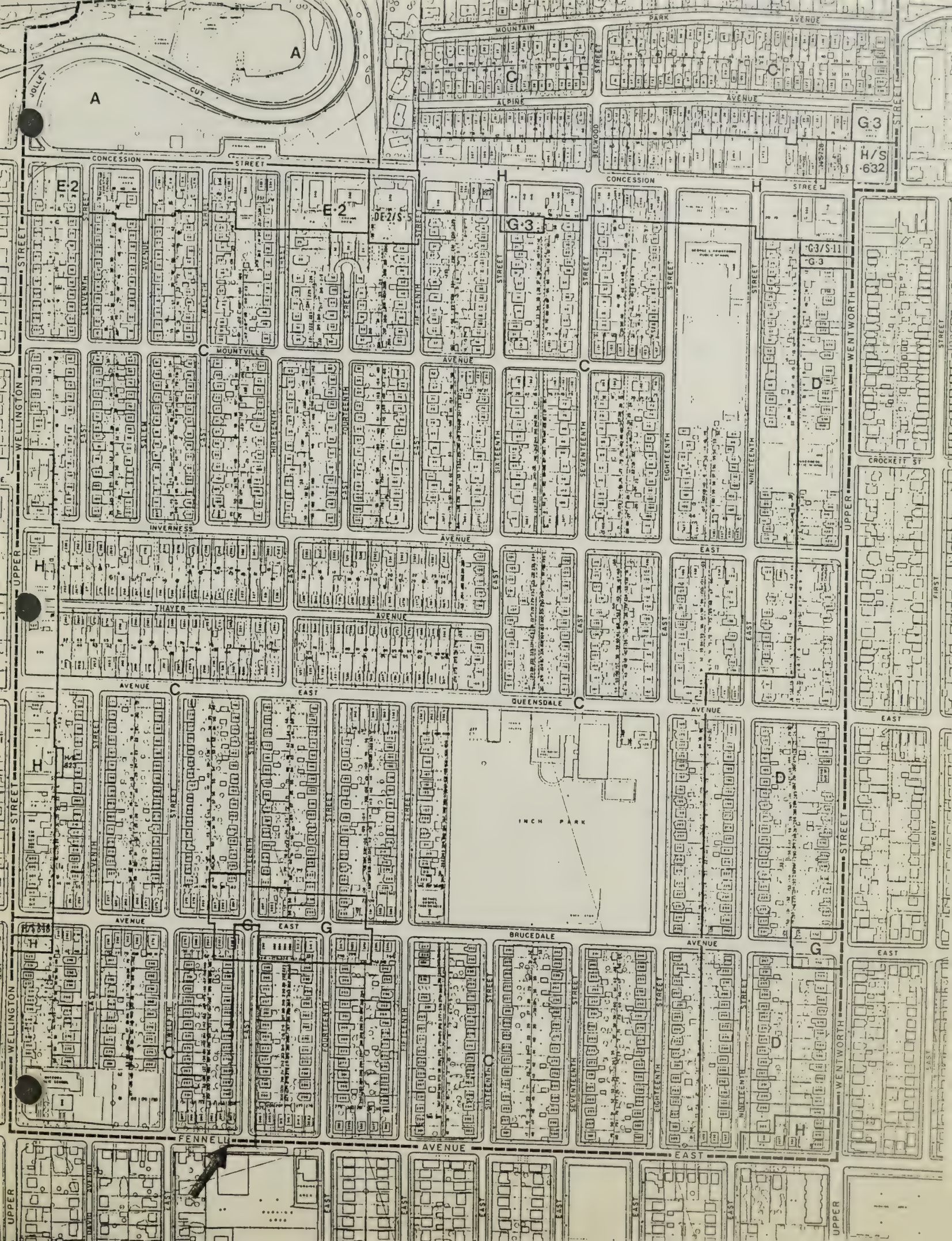
BACKGROUND

The Traffic Department has received a petition signed by representatives of 15 of the 27 residential properties abutting East 13th Street in the block between Fennell Avenue and Brucedale Avenue, requesting that an "Alternate

Side Parking" regulation be implemented on the street. This section of East 13th has a 24 feet pavement width and presently, there is unrestricted free parking on both sides of the street.

The Traffic Department supports the principle of removing parking from one side of a narrow street such as this to facilitate the movement of traffic and driveway movements. Therefore, since approximately 56 percent of the abutting residents have indicated their support for the proposed "Alternate Side Parking" regulation, the Traffic Department concurs with the request.

There are approximately two additional parking spaces on the east side of the street in this block. Therefore, in order to maximize the number of on-street parking spaces it would be appropriate to prohibit parking on the west side of the street during the winter months.


A
CUT
VOLLEY
CONCESSION STREET
MOUNTAIN PARK AVENUE
ALPINE AVENUE
BELWOOD STREET
G-3
H/S 632
E-2
DE-2/S-5
G-3/S-11
MOUNTVILLE AVENUE
INVERNESS AVENUE
THAYER AVENUE
QUEENSDALE AVENUE
BRUCEDALE AVENUE
FENNELL AVENUE EAST
WELLINGTON STREET
WENTWORTH STREET UPPER
CROCKETT ST
INCH PARK
SIXTH STREET EAST
SEVENTH STREET EAST
THIRTEENTH STREET EAST
FOURTEENTH STREET EAST
SIXTEENTH STREET EAST
SEVENTEENTH STREET EAST
EIGHTEENTH STREET EAST
NINETEENTH STREET EAST
TWENTY FIRST STREET EAST

7(c)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 12

TO Transport and Environment Committee

Refer To File No. TEC-237-87

Attention Of M. Hazell

Your File No. 3.9.2

SUBJECT

West Avenue North between King William Street and Wilson Street - Parking Regulations.

RECOMMENDATIONS

That:

- a "Three Hour Parking Time Limit" regulation be implemented on West Avenue North between King William Street and Wilson Street in conjunction with the existing "Alternate Side Parking" regulation; and,

- the City Traffic By-law 66-100 be amended accordingly.

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Alderman Pat Valeriano has forwarded to the Traffic Department a petition signed by representatives of 20 of the 38 residential properties on West Avenue between King William and Wilson, requesting that a "Three Hour Parking Time Limit" regulation be implemented on the street. Presently, there is an "Alternate Side Parking" regulation on West Avenue in this block.

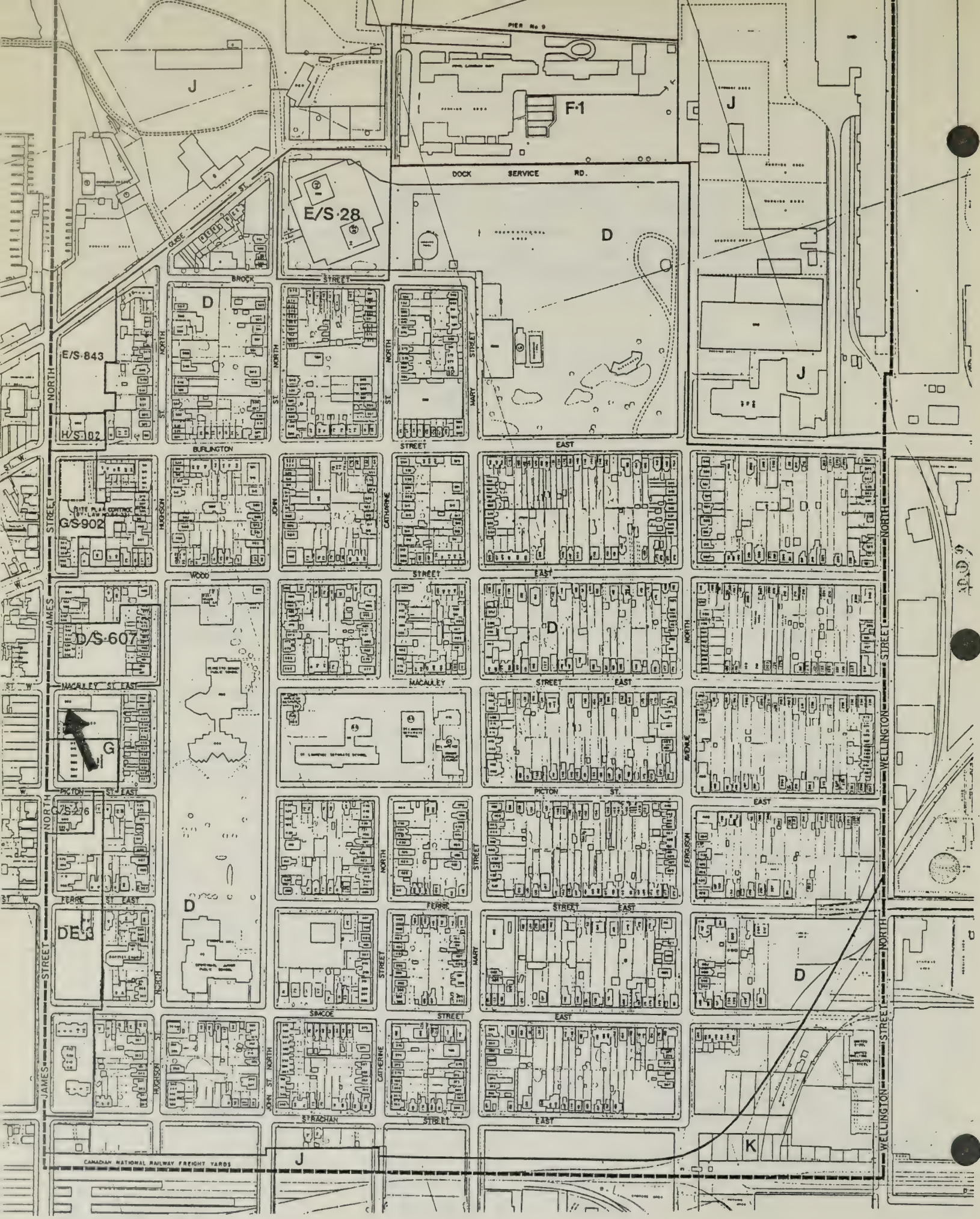
The implementation of the proposed regulation would eliminate long term parking by non-residents. Area residents would be entitled to purchase permits at a cost of $2.00 per permit per month to exempt their vehicles from the signed time limit. Therefore, since representatives of approximately 53 percent of the residential properties abutting the block in question have signed the petition, the Traffic Department concurs with the request.

Prior to the erection of the Parking Time Limit signs, the President of the Company again contacted the Traffic Department and advised that he has expanded his operation into the rear half of the building and requested that the Parking Time Limit regulation be extended along the entire flankage of his business.

There are no residential properties on this section of MacAuley except for two flanking properties at the easterly end of the block. Unrestricted free parking would remain on the south side at the easterly end of the block and on the entire north side. Therefore, an extension of the Parking Time Limit regulation to cover an additional three on-street parking spaces should not create any parking problems for other businesses or area residents, and the Traffic Department concurs with this request.

The President of the Company has also requested that a "No Parking Anytime" regulation be implemented on James Street North in front of the business, in order to provide a loading area.

Presently, there is an "Alternate Side Parking" regulation on James in this area, and the implementation of this regulation would eliminate approximately two parking spaces. However, since the regulation would be entirely along the frontage of the business, and since parking would still be permitted on the remainder of the street, the Traffic Department would not anticipate any parking problems resulting for other businesses or area residents. Therefore, the Traffic Department concurs with this request.


PIER No. 9
F-1
DOCK SERVICE RD.
E/S-28
J
D
E/S-843
H/S-02
G/S-902
D/S-607
G/S-276
DE-6
G
K
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
QUEEN ST.
BROCK STREET
BURLINGTON STREET EAST
WOOD STREET
MACAULEY ST. EAST
PICTON ST. EAST
FERRIE ST. EAST
SIMCOE STREET
STRACHAN STREET EAST
JOHN ST. NORTH
CATHERINE STREET
MARY STREET
HUGHSON ST. NORTH
JAMES ST. NORTH
WELLINGTON STREET NORTH
FERGUSON AVENUE

8(a)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 13

TO Transport and Environment Committee

Refer To File No. TEC-238-87

Attention Of M. Hazell

Your File No. 3.9.5

SUBJECT

No. 167 Ferrie Street East, Discharge of Residential Boulevard Parking Agreement

RECOMMENDATIONS

That:

- the existing residential boulevard parking agreement registered as Instrument No. 22625C.D. to the property at No. 167 Ferrie Street East be discharged, at the property owner's expense; and,

- the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and,

- the owner of the property be permitted to execute a revised residential boulevard parking agreement requiring that the property owner pay an annual charge of $20.00 for encroachment insurance and administration, rather than carry the $300,00.00 public liability insurance policy as previously required.

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

In 1976, the former City Engineering Department approved an application by the owner of the property at No. 167 Ferrie Street East to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1976 August 24.

The existing agreement requires that the property owner carry a $300,000.00 public liability insurance policy. However, since the practice of having the property owner carry an insurance policy was administratively unmanageable, City Council, on 1978 October 10, passed a resolution to require that property owners pay to the City an annual charge for encroachment insurance, and that the owners be billed annually for this charge (the annual charge is presently $10.00 for encroachment insurance and a $10.00 administrative charge).

The residential property at No. 167 Ferrie Street East has been purchased by a new owner and the new owner has written to the Traffic Department and requested that the existing agreement be discharged and a new agreement be executed to require that the property owner pay an annual charge to the City, rather than carry the $300,000.00 public liability insurance policy as previously required.

The practice of the property owner carrying his or her own insurance policy is currently contradictory to the direction of the City Council. Therefore, the Traffic Department concurs with the request to revise this agreement.


PIER No. 9
F-1
DOCK SERVICE RD.
E/S-28
QUEEN ST.
E/S-843
H/S-82
G/S-902
D/S-607
G/S-276
DE-3
BURLINGTON STREET EAST
MACAULEY ST. EAST
PICTON ST. EAST
FERRIE ST. EAST
SIMCOE STREET EAST
CANADIAN NATIONAL RAILWAY FREIGHT YARDS
JAMES STREET NORTH
WELLINGTON STREET NORTH
WOOD
MACAULEY
PICTON
FERRIE
SIMCOE
BURLINGTON
HUGHSON
JOHN
CATHARINE
MARY
FERGUSON AVENUE
SITE PLAN CONTROL BY-LAW PROPOSED

8(b)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 19

TO Transport and Environment Committee

Refer To File No. TEC-243-87

Attention Of M. Hazell

Your File No. 3.9.5

SUBJECT

Ciotti Insurance Brokers Limited, 1359 Main St. East - Application for Boulevard Parking.

RECOMMENDATIONS

That:

- the application by Ciotti Insurance Brokers Limited to lease a portion of the boulevard of Huxley Avenue adjacent to 1359 Main Street East be approved, provided that;

(i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25, (current rate is $100.00 per year), plus taxes, if any, in addition to the $10.00 annual encroachment insurance charge approved by the City Council on 1984 February 14.

(ii) the owner pays a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

(iii) the owner complies with requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(iv) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.

(v) the owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses, and loss.

Murray F. Main

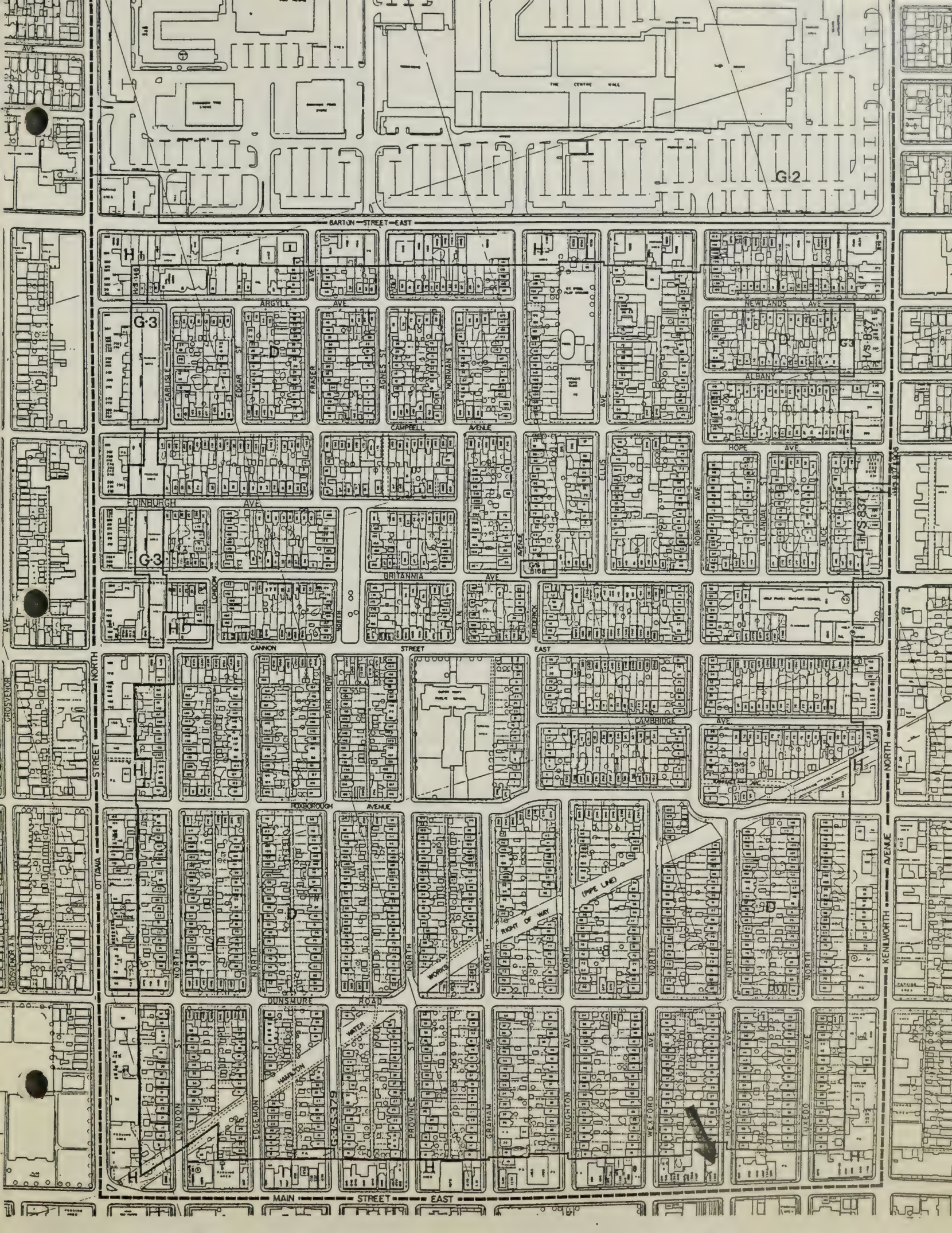
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Ciotti Insurance Brokers Limited, 1359 Main Street East, has applied for permission to lease a portion road allowance of Huxley Avenue adjacent to this property to park two vehicles.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of $135.00 which represents the first annual leasing fee ($100.00) and encroachment insurance charge ($10.00), as well as the one time registration fee ($25.00).


BARTON STREET EAST
ARGYLE AVE
NEWLANDS AVE
ALBANY ST
CAMPBELL AVENUE
HOPE AVE
EDINBURGH AVE
BRITANNIA AVE
CANNON STREET EAST
CAMBRIDGE AVE
HOXBOROUGH AVENUE
DUNSMURE ROAD
MAIN STREET EAST
CARLISLE ST
EDGAR ST
FRASER
AGNES ST
NORMAN ST
ELLIS AVENUE
ROBINS AVE
ALEXANDRA ST
ALICE ST
LONDON
PARK ROW NORTH
FREDERICK
PROVINCE
CRAHAN
HOUGHTON AVE
WEXFORD AVE
HUXLEY AVE
TUXEDO AVE
KENILWORTH AVENUE NORTH
OTTAWA STREET NORTH
GROSVENOR AVE
EDGEMONT ST
HAMILTON
WATER
RIGHT OF WAY
(PIPE LINE)
THE CENTRE MALL
G-3
G-2
H
D
H/S 837
H/S 5108

8(c)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 19

TO Transport and Environment Committee

Refer To File No. TEC-242-87

Attention Of M. Hazell

Your File No. 3-9.5

SUBJECT

Angie's Tile Limited, 425 Melvin Avenue, Application for Boulevard Parking.

RECOMMENDATIONS

That:

- the application by Angie's Tile Limited to lease a portion of the boulevard of Waverly Street adjacent to No. 425 Melvin Avenue be approved, provided that;

(i) the applicant pays the annual fee in accordance with the fee structure approved by the City Council on 1986 March 25, (current rate is $50.00 per year), plus taxes, if any, in addition to the $10.00 annual enchroachment insurance charge approved by the City Council on 1984 February 14.

(ii) the owner pays a one time $25.00 registration fee, as approved by the City Council on 1986 January 14.

(iii) the owner complies with the requirements as set out in the policy approved by the City Council on 1975 June 24, respecting using a portion of the road allowance for parking purposes.

(iv) the driveway approaches, parking areas, and other structures, as approved by the Director of Traffic Services be constructed and maintained at the owner's expense.

(v) the owner executes an agreement, satisfactory to the City Solicitor, to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses, and loss.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Angie's Tile Limited, 425 Melvin Avenue, has applied for permission to lease a portion of the road allowance of Waverly Street adjacent to this property to park one vehicle.

The application has been reviewed by the Traffic Department, and it has been determined that boulevard parking in this area would be satisfactory, provided that certain conditions are met by the applicant and the required boulevard parking agreement is executed by the applicant and by the City.

The applicant has forwarded a completed agreement which is satisfactory to the Traffic Department as well as a cheque in the amount of $85.00 which represents the first annual leasing fee ($50.00) and encroachment insurance charge ($10.00), as well as the one time registration fee ($25.00).


CANADIAN NATIONAL RAILWAY
WALMER ROAD
EMBURY COURT
BILARDI COURT
BANCROFT
NORTH
NASH ROAD
VANSITMART AVENUE
WOODWARD AVENUE
BARTON
STREET
EAST
MELVIN
AVENUE
POTTRUFF RD N
CAVALIER CR
DRIVE
NUGENT
NORTH
EDE STREET
ROAD
HART PL
CRAWFORD
POTTRUFF
KENTLEY
HEATH STREET
SUMACH
EASTWOOD
WAVERLY
BRUNSWICK
OSBORNE
TALBOT
H
C
K
D
B
J

8(d)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 20

TO Transport and Environment Committee

Refer To File No. TEC-245-87

Attention Of M. Hazell

Your File No.

SUBJECT

No. 16 Leeming Street - Discharge of Residential Boulevard Parking Agreement.

RECOMMENDATIONS

That:

- the existing Residential Boulevard Parking Agreement between Najla Mady and the City, registered as instrument No. 387476 C.D. to the property at No. 16 Leeming Street be discharged, at the property owner's expense; and,

- the City Solicitor be directed to process the documents in relation to the discharge of this agreement.

Murray F. Main

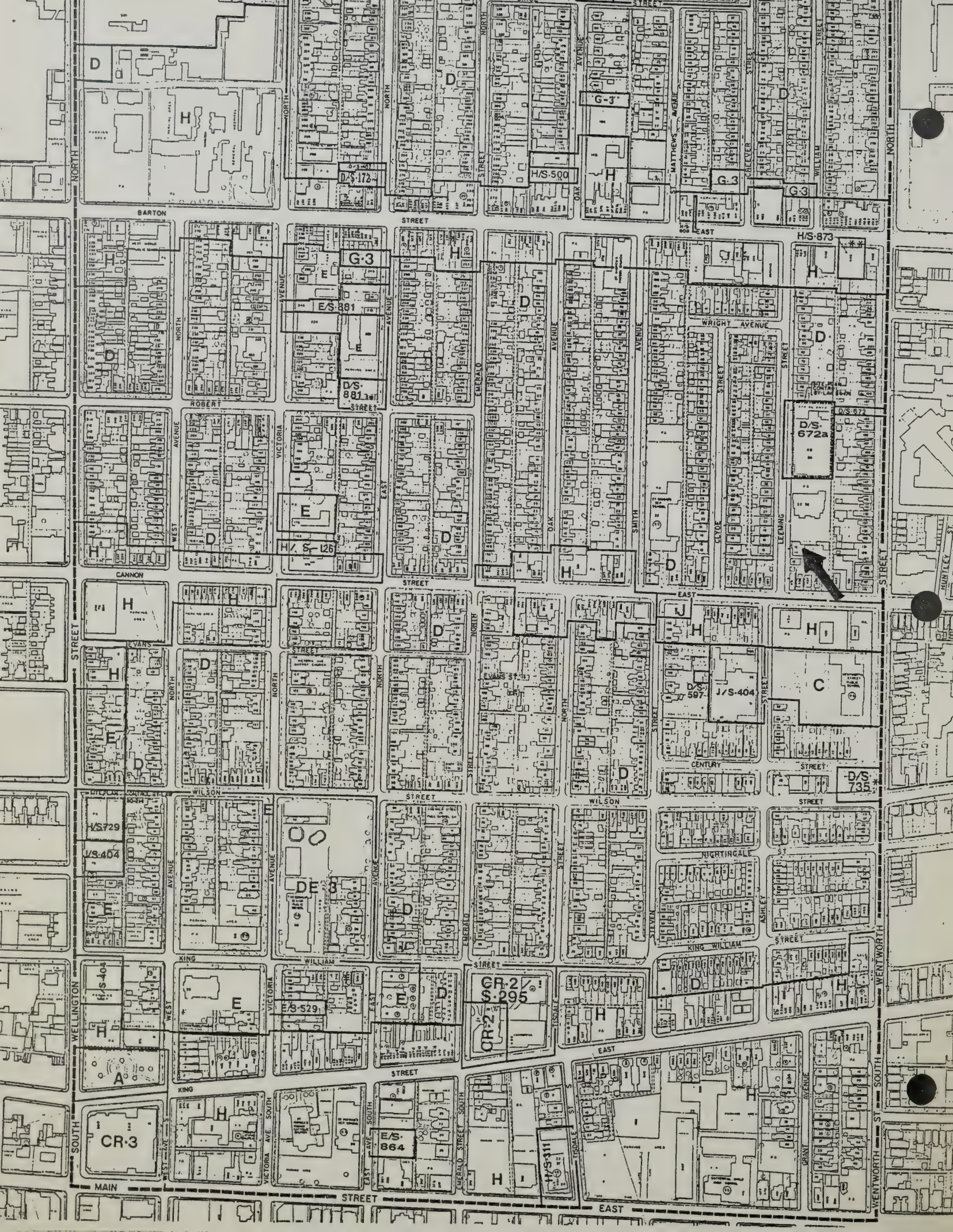
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

In 1986, the Traffic Department approved an application by the owner of the property at No. 16 Leeming Street to allow one vehicle to be parked partially on the City boulevard in front of this single family dwelling. The agreement was completed and registered in the Land Registry Office by the owner of the property on 1986 November 17.

The owner of the property has now written to the Traffic Department to request that the agreement be discharged since she no longer wishes to park a vehicle in front of her home.

The Traffic Department concurs with the request. The paved parking space and driveway approach ramp were never installed. Therefore, no work is required to restore the boulevard or sidewalk.


BARTON STREET
EAST
H/S-873
G-3
E/S-881
D/S-881
ROBERT STREET
WRIGHT AVENUE
D/S-672a
CANNON STREET
E
H/S-126
EVANS STREET
D/S-597
J/S-404
C
CENTURY STREET
D/S-735*
WILSON STREET
H/S-729
J/S-404
DE-3
NIGHTINGALE ST
KING WILLIAM STREET
E/S-529
CR-2
S-295
CR-3
E/S-864
H/S-311
MAIN STREET
EAST
WELLINGTON STREET
WENTWORTH ST
SOUTH
NORTH
H/S-172
H/S-500
D/S-672
H/S-404

9(a)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 10

TO Transport and Environment Committee

Refer To File No. TEC-95-87

Attention Of M. Hazell

Your File No. 3.9.1

SUBJECT

Policy Respecting Requests for individual Reserved Permit Parking Spaces for Handicapped Residents.

RECOMMENDATIONS

That the following policy regarding the implementation of reserved permit parking spaces for handicapped residents be adopted:

1. Individual Permit Parking spaces will be granted only when:

   a) the applicant has a valid handicapped permit issued by the Commissioner of Social Services of the Regional Municipality of Hamilton-Wentworth; and,

   b) on-street parking is permitted on the applicant's side of the street on a full-time basis; and,

   c) a parking space can be provided which is entirely adjacent to the frontage of the applicants property; and,

   d) no alternative suitable parking spaces are available on the property.

2. Following approval of the regulation by Committee and City Council:

   a) the applicant must purchase a parking permit, at a cost of $1.00 per month, payable in advance on an annual or semi-annual basis from the City Traffic Department, to exempt his or her vehicle from the signed "Permit Parking" regulation; and,

   b) the applicant will be requested to advise the City if he or she re-locates so that the signs may be removed and parking for other motorists may be restored to the street.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The matter of signing individual reserved parking spaces for handicapped individuals on public highways was discussed in 1986 by the Former By-law Enforcement Sub-Committee of the Transport and Environment Committee. The consensus at that time was that such a program would not be feasible in Hamilton due to, in part, the associated sign maintenance and enforcement problems which would likely result since there were, at that time, approximately 1,000 persons in the Region with valid handicapped permits issued by the Regional Commissioner of Social Services. Therefore, the Traffic Department was directed by the Sub-Committee to deal with such requests by investigating possible alternatives for parking such as off-street parking in front, side or rear yards.

At the 1987 March 23 meeting of the Transport and Environment Committee, considerable discussion took place regarding a request for a reserved permit parking space for a handicapped resident at No. 17 East 19th Street. It was agreed that one on-street parking space would be reserved for this resident on a six month trial basis. Objections are frequently received when a special regulation is implemented for one particular resident on the street, and since the Traffic Department presently has two outstanding requests for handicapped spaces, the matter of signing reserved handicapped parking spaces on public highways has again been reviewed.

An informal telephone survey has revealed that several large Ontario Municipalities have implemented programs to exempt handicapped drivers and vehicles transporting handicapped persons from various types of parking regulations. The consensus was that, in cities where such programs exist, there are very few associated problems, other than abuse of the program by persons who are not truly handicapped. Therefore, the Traffic Department has developed a policy for providing reserved on-street parking spaces in front of the homes of handicapped residents to assist them with their parking difficulties.

The basis of the policy is to verify that the applicant is in fact handicapped, by determining that he or she posses a valid handicapped permit from the Regional Commissioner of Social Services, and that the applicant has no other alternative parking space available on the property. These residents would be required to pay $1.00 per month for a permit as prescribed by the Traffic By-law, as do other permit holders in the City. The policy should also provide that the permit be issued only when there is no reasonable off-street alternative, and only when parking is permitted full time on the side of the street upon which the applicant resides, since on many local streets a single parked vehicle on the "No Parking" side of the street would be unduly disruptive and hazardous to traffic movement.

9(b)

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 20

TO Transport and Environment Committee

Refer To File No. TEC-246-87

Attention Of M. Hazell

Your File No. 3-9.6

SUBJECT

Intersection of Bobolink Road and Hummingbird Lane - Request for a School Traffic Officer.

RECOMMENDATION

That, in accordance with the recommendation of the Hamilton-Wentworth Regional Police Department, a school traffic officer not be assigned to the intersection of Bobolink Road and Hummingbird Lane at this time.

Murray F. Main

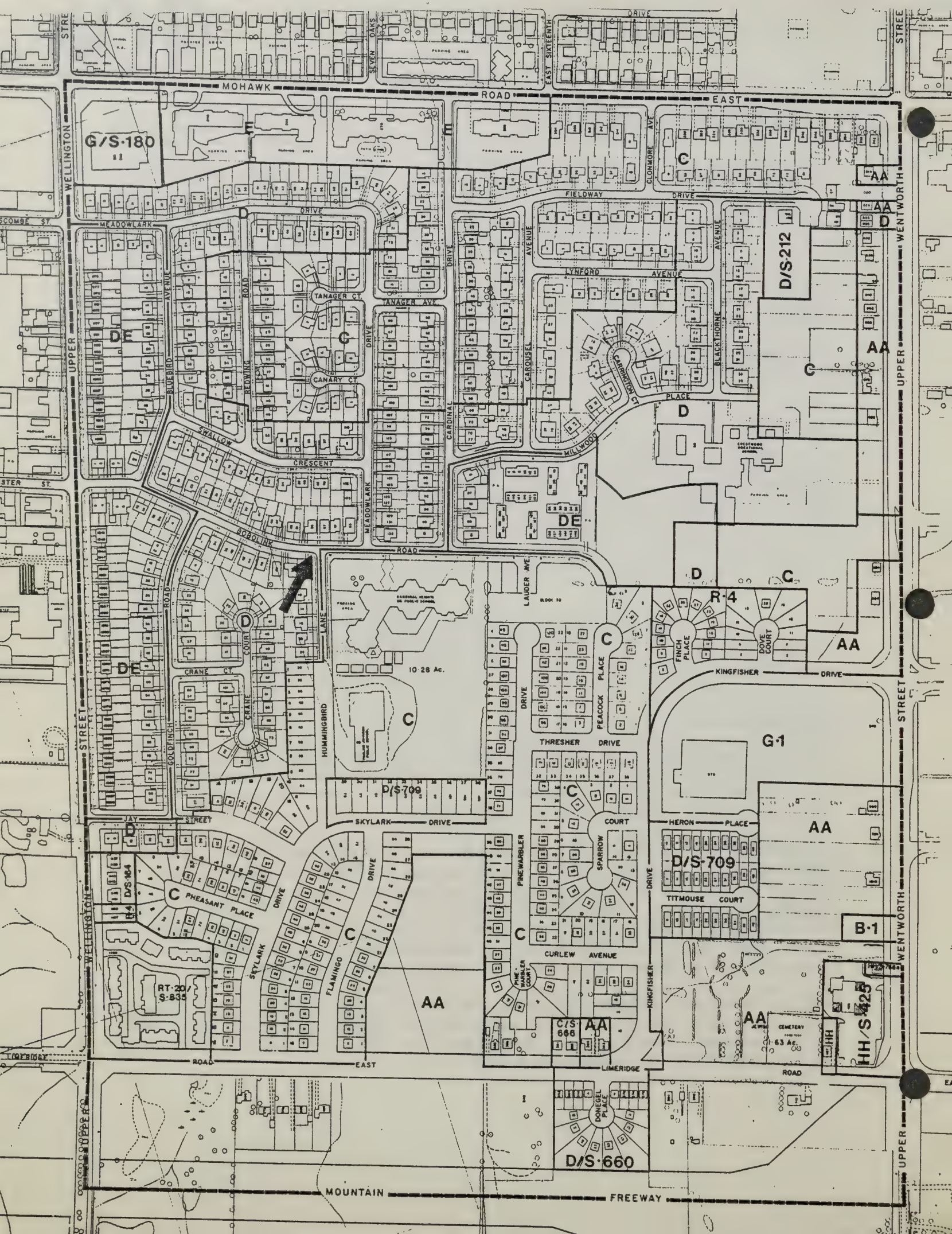
Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

Alderman Henry Merling recently advised of a request that a school traffic officer be assigned to the intersection of Bobolink Road and Hummingbird Lane. In accordance with approved procedure, this request was forwarded to the Hamilton-Wentworth Regional Police Department for study.

The intersection of Bobolink and Hummingbird is presently controlled by a three-way stop. Studies were conducted by the Regional Police on 1987 November 05 to determine whether or not a school traffic officer is required at this intersection. The Regional Police have concluded from their studies that there are regular safe gaps and that the children had no problem crossing at the three-way stop. Therefore, the Regional Police have recommended that a school traffic officer not be assigned to this location at this time.

Traffic Department records indicate that this intersection has operated safely since there have been no reported accidents at this intersection in at least the last six and a half years. Therefore, the Traffic Department concurs with the recommendation of the Regional Police.


MOHAWK ROAD EAST
G/S-180
WELLINGTON STREET
UPPER WENTWORTH STREET
FIELDOWAY DRIVE
MEADOWLARK DRIVE
TANAGER CT.
TANAGER AVE.
CANARY CT.
BLUEBIRD AVENUE
REDWING ROAD
SWALLOW CRESCENT
CARDINAL DRIVE
CAROUSEL AVENUE
LYNFORD AVENUE
CARRINGTON CT.
BLACKTHORNE PLACE
MILLWOOD
D/S-212
ROBOLINK ROAD
CRANE CT.
CRANE COURT
GOLDFINCH
HUMMINGBIRD LANE
LAUDER AVE.
10·28 Ac.
D/S-709
SKYLARK DRIVE
THRESHER DRIVE
PEACOCK PLACE
R-4
FINCH PLACE
DOVE COURT
KINGFISHER DRIVE
G-1
HERON PLACE
TITMOUSE COURT
PINEWARBLER DRIVE
SPARROW COURT
CURLEW AVENUE
PHEASANT PLACE
SKYLARK DRIVE
FLAMINGO DRIVE
RT-20/S-835
C/S-666
B-1
HH/S-425
1·63 Ac.
CEMETERY
LIMERIDGE ROAD EAST
DONEGEL PLACE
D/S-660
MOUNTAIN FREEWAY

9(c)

FOR ACTION

FROM: Murray F. Main, P. Eng., Director of Traffic Services

DATE: 1987 November 20

TO: Transport and Environment Committee

Refer To File No. TEC-247-87

Attention Of: M. Hazell

Your File No. 3-10.9

SUBJECT

Apartment building at No. 200 Park Street South - Application for a Time Limit Exemption Permit.

RECOMMENDATIONS

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first six applicants residing in the apartment building at No. 200 Park Street South.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

The Traffic Department has received a request from a resident of the apartment building at No. 200 Park Street South, that Time Limit Exemption Permits be issued to residents of this building. The apartment building is located on the northwest corner of Park and Robinson, and the applicant has indicated that he wishes to park his vehicle in the "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m. Monday to Saturday" regulation which is presently signed on Park and Robinson in this area.

Investigations reveal that there are 60 dwelling units in the subject apartment building, and that there are 42 off-street parking spaces available on the property. Past practice of the Committee has established a policy that, generally, Time Limit Exemption Permits will be issued to residents of one, two, or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Park and Robinson in this area consists generally of apartment buildings.

Periodic observations reveal that although Park and Robinson are solidly parked during the day, there has not been a great demand for Time Limit Exemption Permits by area residents. Therefore, it appears that the parking is generally non-resident short term parking. Thus, the issuance of Time Limit Exemption Permits to residence of this apartment building should not create any parking problems for other area residents.

The Zoning By-law requires that a minimum of 48 off street parking spaces be provided for a new development of this size in this area. Thus, there is a shortage of 6 off-street parking spaces in accordance with the current Zoning By-law requirements. Therefore, it would be appropriate to issue a maximum of 6 parking permits to the residents of this building, on a first come first served basis.


MAIN ST. WEST
MAIN ST. EAST
HI
H/S-82
HI/S-575
HI/S-14
JACKSON ST. WEST
JACKSON ST. EAST
H/S-723a
E-3
WESANFORD PL.
HUNTER STREET WEST
HUNTER ST. EAST
E-3/S-802
E-3/S-661
CHARLES ST.
BOLD STREET
BOLD ST. SOUTH
E-1/S-875
E-1/S-719b
BECKLEY ST.
AUGUSTA ST.
DE-3
DUKE ST.
DE-3/S-828a
QUEEN ST. SOUTH
E-1/S-704
JAMES ST. SOUTH
YOUNG ST.
BAY ST.
PARK ST.
ROBINSON STREET
C/S-776
E/S-776
E-3/S-294
CR-3/S-294
CR-3/S-294a
FOREST AVE.
HESS ST.
CAROLINE ST. SOUTH
CHARLTON AVENUE WEST
CHARLTON ST. EAST
E/S-308
E-1/S-832
HERKIMER STREET
C/S-554b
C/S-303
MARKLAND STREET
C/S-623a
C/S-721
MACNAB ST.
ST. JOSEPH'S DR.
ST. JAMES PL.
C/S-688
BRUCE ST.
ABERDEEN AVENUE
SITE PLAN CONTROL BY-LAW 80-15
GLOUCESTER RD.
INGLEWOOD DRIVE
BULL'S LANE
MOUNTAIN BROW
MOUNTAIN ACCESS
CLAREMONT ACCESS
FREEWAY

10

FOR ACTION

FROM Public Works Department

DATE 1987 November 24

TO Transport and Environment Committee

Refer To File No. 87-2000C

Attention Of J. G. Pavelka

Your File No. _____

SUBJECT

Collection of Compacted Waste from Apartments

RECOMMENDATION

That the following apartment building(s) be added to the collection of compacted waste service provided by the City of Hamilton, subject to compaction facilities being installed and operational:

1. 575 Queenston Road (231 units)
2. 770 Queenston Road (214 units)
3. 75 Barlake Avenue (303 units)

J. G. PAVELKA, P.ENG.
DIRECTOR OF PUBLIC WORKS

BACKGROUND

City Council, at its meeting held on 1983 May 31, adopted item 3 of the Tenth Report of the Transport and Environment Committee which reads, in part, "iii That any additional applications received from apartment owners applying for the service.....be forwarded to the Transport and Environment Committee for consideration."

Application(s) for inclusion in the garbage service, provided by the City to apartments with compaction units, have been received from the owner(s) or agent(s) for the apartment building(s) listed in the Recommendation above.

Accordingly, we are recommending that these buildings be included in the "collection of compacted garbage" service provided by the City of Hamilton, subject to verification by City staff that working compaction facilities exist in the building(s) and effective from the date of the above verification.

Total number presently being serviced	- 15,843 units
Additional units being recommended, as per this report	748 units
If approved, total number of units being serviced	16,591 units

JGP:DH:jh

I.D. #0135D(74)

11

F O R A C T I O N

FROM Department of Engineering DATE November 4, 1987

TO Transport & Environment Committee REFER TO FILE NO E-308-02C

ATTENTION OF R. Patrick

YOUR FILE NO

SUBJECT

Application Submission by Sunohio Canada Inc. to the Ontario Ministry of the Environment for a Class 2 Site Approval for a PCB Chemical Destruction Facility, in order to provide a service to Otis Canada Inc.

RECOMMENDATION

(1) That Ministry of the Environment (M.O.E.) officials who assess the applicant's submission be informed that the City of Hamilton has no objections to the Sunohio Canada Inc. request for approval, provided that all M.O.E. regulations concerning siting of the mobile processing unit, the collection and disposal of the process by-products, the Ministry's PCB Site (Class 2 and 3) Applicant Information Checklist, and all applicable City of Hamilton By-Laws be complied with and adhered to fully.

(2) That the existing policy requiring the proponent to submit his proposal to the City of Hamilton at least 30 days in advance of the scheduled work, in order for City of Hamilton officials to review the proposal, be waived in order to permit Sunohio Canada Inc. to carry out the work as scheduled.

J. R. G. Leach
Commisssioner of Engineering

BACKGROUND

Sunohio Canada Inc. of 87 Telson Road, Markham, Ontario, offers a mobile PCB Chemical Destruction process, which removes and destroys PCBs in insulating oils, such as those normally found in oil-filled electrical transformers.

Sunohio Canada Inc. has been requested by Otis Canada Inc. to remove the PCBs contained in two of its operating transformers at 369 Ferrie Street East in Hamilton.

Cont'd ....

Application Submission by Sunohio Canada Inc. to the Ontario Ministry of the Environment for a Class 2 Site Approval for a PCB Chemical Destruction Facility, in Order to Provide a Service to Otis Canada Inc.

Cont'd ....

The 10582 litres of PCB contaminated insulating oil requiring processing, contains a PCB concentration of between 250-1100 ppm. (Ministry standards require that oils in operating transformers contain less than 50 ppm).

The mode of operation being proposed by Sunohio Canada for Otis Canada is to connect their mobile processing unit directly to the non-energized transformers, decontaminating the oil through the PCB removal process to a non detectable level of less than 2 ppm, and returning the decontaminated oil back to the transformers.

It is expected that the by-product resulting from processing 10582 litres of PCB contaminated oil will be 3 drums of centrifuge discharge and 4 drums of spent process solids.

Some of the major advantages of the Sunohio process are:

(a) PCBs are destroyed on-site without the need to move the transformers, or to haul PCB contaminated oils off-site.

(b) The process by-product consisting of used Fuller's Earth is relatively harmless and contains less than 2 ppm. of PCBs.

(c) The process by-product consisting of centrifuge residue, which contains less than 50 ppm., will be transported to Sunohio's facility and stored as a non PCB waste for future destruction.

(d) The processing equipment has been designed with stringent safety criteria and extremely well designed spill containment measures.

(e) The Sunohio process has been proven and approved, and is permitted to be implemented only under the strict scrutiny of the Ministry of the Environment.

Cont'd ....

Application Submission by Sunohio Canada Inc. to the Ontario Ministry of the Environment for a Class 2 Site Approval for a PCB Chemical Destruction Facility, in Order to Provide a Service to Otis Canada Inc.

Cont'd ....

GENERAL COMMENTS

The applicant's detailed report which was received by Regional staff on October 31, 1987 has been reviewed by Regional staff and is considered to be complete and in compliance with site application requirements.

In order for Sunohio Canada Inc. to provide the service requested by Otis Canada Inc., it must obtain a Class 2 Site Approval from the Ministry of the Environment.

It should be noted that the application report is submitted to the City of Hamilton for information purposes. The actual "Site Approval" for the mobile facility is granted by the Ministry of the Environment.

VT:mm

Ontario
Ministry of the Environment
Ministère de l'Environnement
West Central Region
Région du Centre-Ouest

119 King St W
12th Floor – Box 2112
Hamilton Ontario
L8N 3Z9
416/521-7640

119, rue King ouest
12e étage – Casier 2112
Hamilton (Ontario)
L8N 3Z9
416/521-7640

November 19, 1987

Mr. Bob Prowse, City Clerk
Hamilton City Hall
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Prowse:

RE: Mobile PCB Destruction Site, Otis Plant, 369 Ferrie Street

An application for a Certificate of Approval for destruction of PCBs using mobile technology has been received by this office. It was delivered by Sunohio Canada Inc. I understand you also received a copy.

One of the requirements of the approvals process is to transmit a contingency plan to the local city clerk. The document entitled "Application for Site Plan Approval for a Mobile PCB Destruction Facility, Otis Canada Inc." includes this plan.

To process the application I require a letter from the City Clerk indicating that all required local permits have been obtained.

The Ministry must advise you of the locations of the equipment which will receive insitu destruction of the PCBs, a minimum of 30 days prior to the start-up date, after we have confirmed the location will permit safe PCB destruction. The review and site inspection has been done. I am therefore advising you the site is recommended for approval subject to recommendation by the District Office. This notification period would normally delay the project until December 19, 1987.

You may waive this 30 day period if you consider the document already delivered to you (by Sunohio) as sufficient notice of the location of the site. The operation may then be certified to commence upon receipt of the Certificate of Approval.

Please confirm Sunohio's compliance with any local permits. If you decide to waive the 30 day notice period, confirm this in writing too.

Yours truly,

S. C. Martindale
Environmental Officer, Engineering
Approvals and Waste Management Unit
West Central Region

SM/ls

I.D. #0043D (79)

12(a)

F O R A C T I O N

FROM Department of Engineering DATE November 23, 1987

TO Transport & Environment Committee Refer to File No. S712-21

Attention Of J. Giles

Your File No. 3-11.4

SUBJECT

Subdivision Agreement for "LOCONDER GARDENS", Hamilton

RECOMMENDATION

That the City Subdivision Agreement for "LOCONDER GARDENS" (previously known as Loconder Survey), which was authorized by City Council on July 30, 1985, between the City and 568434 ONTARIO INC. (Walter Galdenze, President) be amended to provide for the construction of preliminary roads.

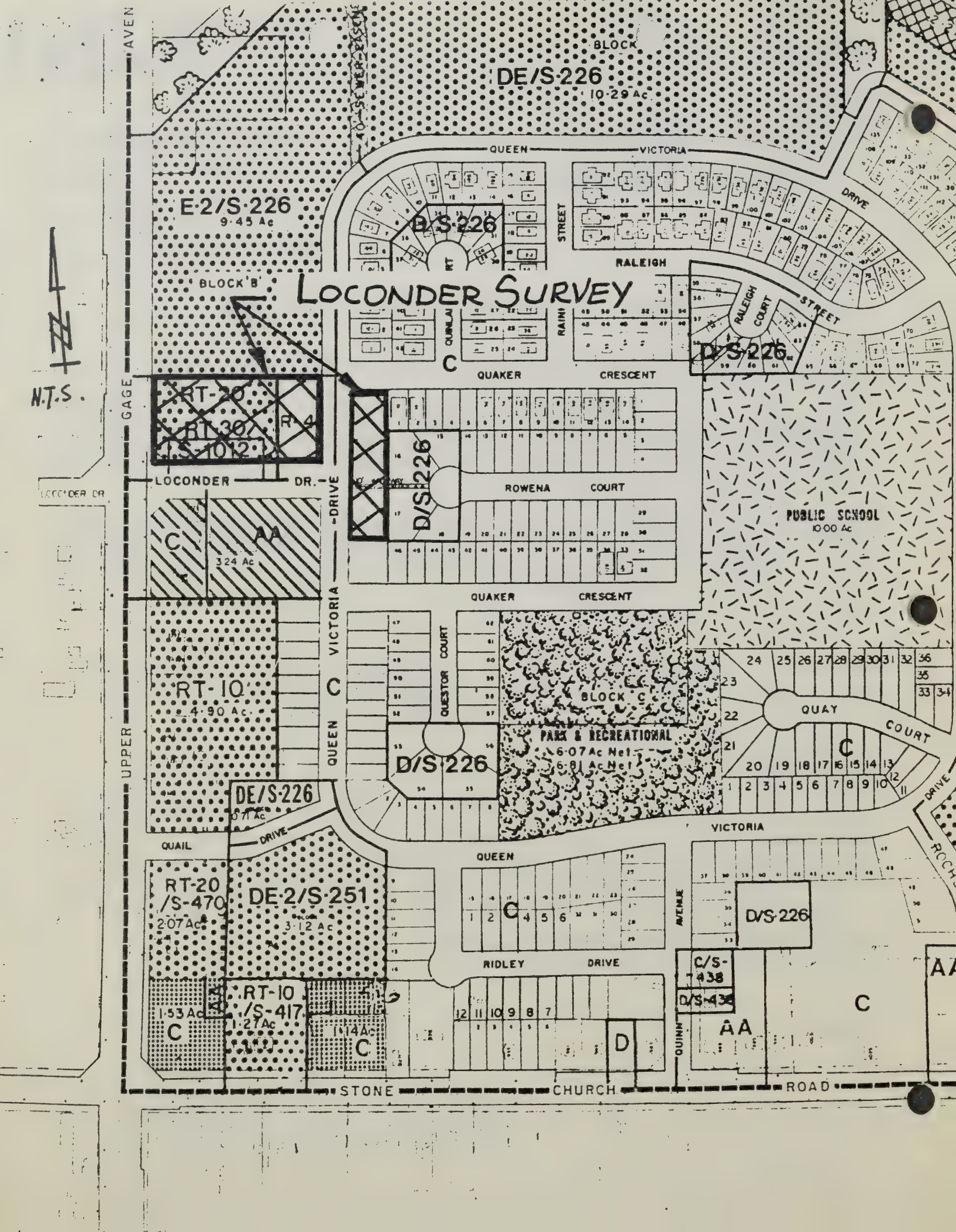
Note: The original agreement did not provide for preliminary roads because summer construction of municipal services was expected. The preliminary road construction complies with standard City policy.

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

The City approved the construction of services on Queen Victoria Drive and Loconder Drive through the control of the City Subdivision Agreement. Various delays encountered by the land owner have forced the construction of the works into winter. In order to avoid an undue lengthy closure of these roads, the developer has decided to take advantage of the City's policy for preliminary roads. This policy provides for the Developer to make cash payments for maintenance of the preliminary roads.

KB:mm


LOCONDER SURVEY
BLOCK
DE/S-226
10.29 Ac
E-2/S-226
9.45 Ac
B/S-226
QUEEN
VICTORIA
DRIVE
STREET
RALEIGH
BLOCK 'B'
RT-20
RT-30
S-1012
R-4
LOCONDER
DR.
GAGE
AVEN
N.T.S.
C
QUAKER
CRESCENT
D/S-226
ROWENA
COURT
PUBLIC SCHOOL
10.00 Ac
AA
3.24 Ac
QUESTOR COURT
BLOCK C
PARK & RECREATIONAL
6.07 Ac Net
6.81 Ac Net
QUAY
RT-10
4.90 Ac
UPPER
QUEEN
VICTORIA
DE/S-226
0.71 Ac
QUAIL
DRIVE
RT-20
/S-470
2.07 Ac
DE-2/S-251
3.12 Ac
RIDLEY
DRIVE
AVENUE
C/S-
438
D/S-438
RT-10
/S-417
1.27 Ac
1.53 Ac
1.14 Ac
D
QUINN
AA
STONE
CHURCH
ROAD

12(b)

I.D. #0043D (80)

F O R A C T I O N

FROM Department of Engineering DATE November 23, 1987

TO Transport & Environment Committee Refer to File No. S702-41

Attention Of K. A. Brenner

Your File No. 3-11.4

SUBJECT

Plan of Subdivision for "BAYVIEW GLEN ESTATES - PHASE 2", Hamilton.

RECOMMENDATION

(1) That the owners of "Bayview Glen Estates - Phase 2" be required to enter into a subdivision agreement with the City, to cover grading of the lands within this plan.

Note: All municipal services for these lands were installed and paid for under the City subdivision agreement for "Bayview Glen Estates - Phase 1" (Plan 62M-517).

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

Clause 1A(12) of the Twenty-fifth Report of the Planning and Development Committee, as adopted by City Council on September 24, 1985, recommended that a Subdivision Agreement be entered into between the City of Hamilton and the owners of the lands to be subdivided. The present owner of these lands is AROSA PROPERTIES LIMITED (Earl Laberge, President)

Cont'd ....

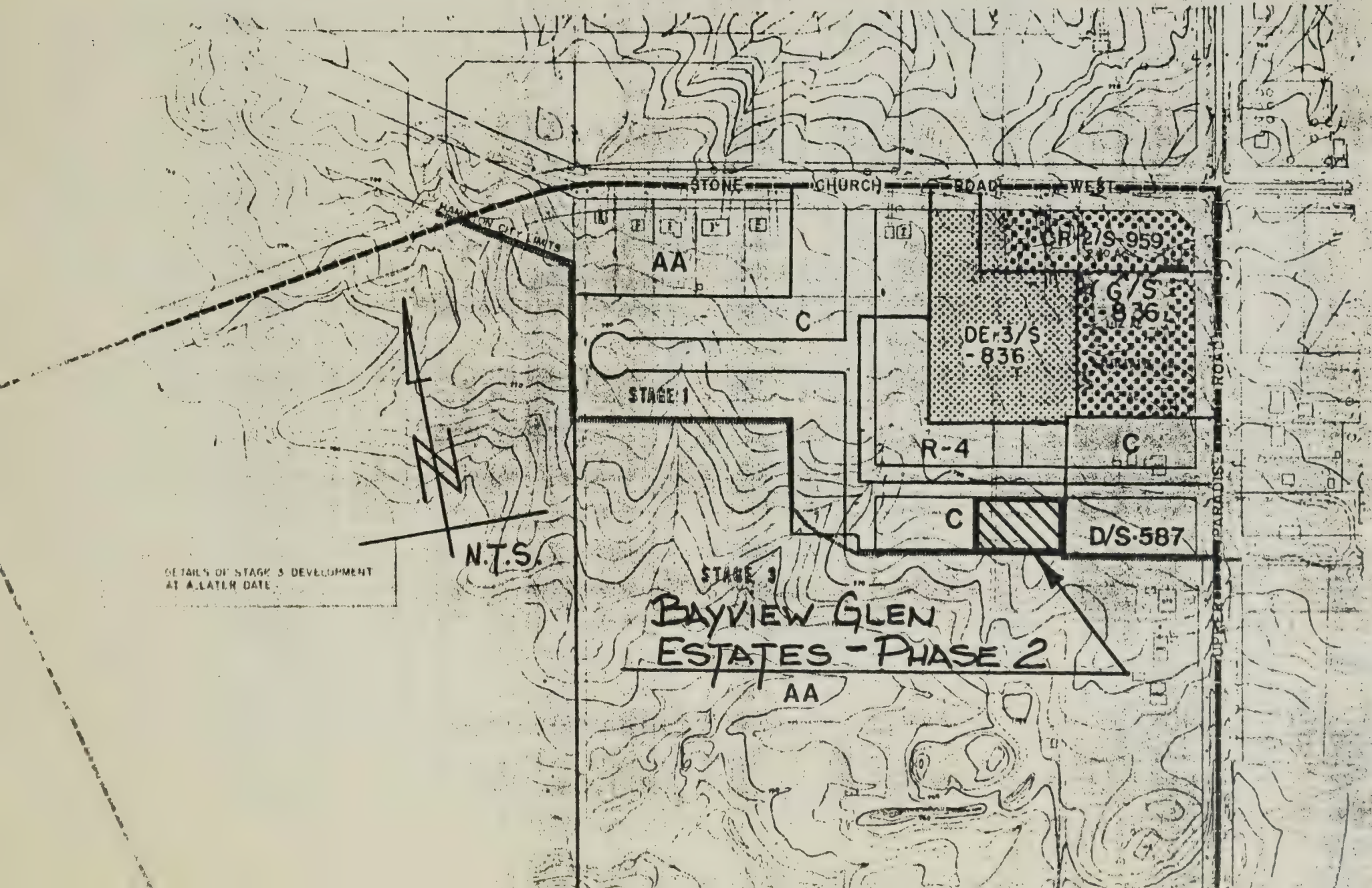
Plan of Subdivision for "BAYVIEW GLEN ESTATES - PHASE 2", Hamilton.

Cont'd ....

Development of these lands will result in the creation of five (5) lots for residential use. These lots are proposed to be established by the registration of the plan of subdivision.

For the Committee's information, all City services required for these proposed 5 lots were installed and paid for by the Developer under Bayview Glen Estates - Phase 1. Therefore, there are no outstanding servicing requirements for this development. However, the Subdivider will be required to provide a grading plan for the lands. The City agreement will require the Developer to comply with the approved Grading Plan.

DVC:mm


STONE CHURCH ROAD WEST
AA
C
CR-2/S-959
G/S -836
DE-3/S -836
STAGE 1
R-4
C
C
D/S-587
N.T.S.
DETAILS OF STAGE 3 DEVELOPMENT AT A LATER DATE.
STAGE 3
BAYVIEW GLEN ESTATES - PHASE 2
AA
UPPER PARADISE ROAD

I.D. #0043D (68)

13(a)

F O R A C T I O N

FROM Department of Engineering DATE November 20, 1987

TO Transport & Environment Committee Refer to File No. 813-75H

Attention Of R. P. Meiers

Your File No. 3-11.10.1

SUBJECT

Construction of an Independent Concrete Sidewalk on the South Side of Mohawk Road West from Upper Horning Road to the West City Limits as a Local Improvement

RECOMMENDATION

1. That the Transport and Environment Committee recommend to the Executive Committee that the construction of an independent concrete sidewalk on the south side of Mohawk Road West between Upper Horning Road and the west City limits as a local improvement pursuant to Section 11 of The Local Improvement Act be proceeded with. The estimated owner's share is $2399.36 as well as a City's share of $3100.64 for a gross cost of $5500.00 as provided in the 1988 portion of the proposed 1988-1992 Capital Budget as Project Nos. 88000 - Owner's Share and 38000 - City's Share.

2. That the Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for this Capital Project.

3. That the Commissioner of Engineering be authorized and directed to construct these works once all the necessary approvals have been received.

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

We have received a request from the owners of the property at the south west corner of Upper Horning Road and Mohawk Road West for the construction of an independent concrete sidewalk. The location is shown on the attached plan.

Cont'd...

Construction of an Independent Concrete sidewalk
on the south side of Mohawk Road West from Upper
Horning Road to the West City Limits as a Local Improvement

FINANCIAL CONSIDERATIONS

The proposed work is to be rated in accordance with the normal practice. Provision has been made for this work in the proposed 1988-1992 Capital Budget. The estimated cost per metre is $64.00. 663325 Ontario Limited are the only abutting owners. They will be charged this rate or the actual cost, whichever is less.

RPM:sw
Attach.

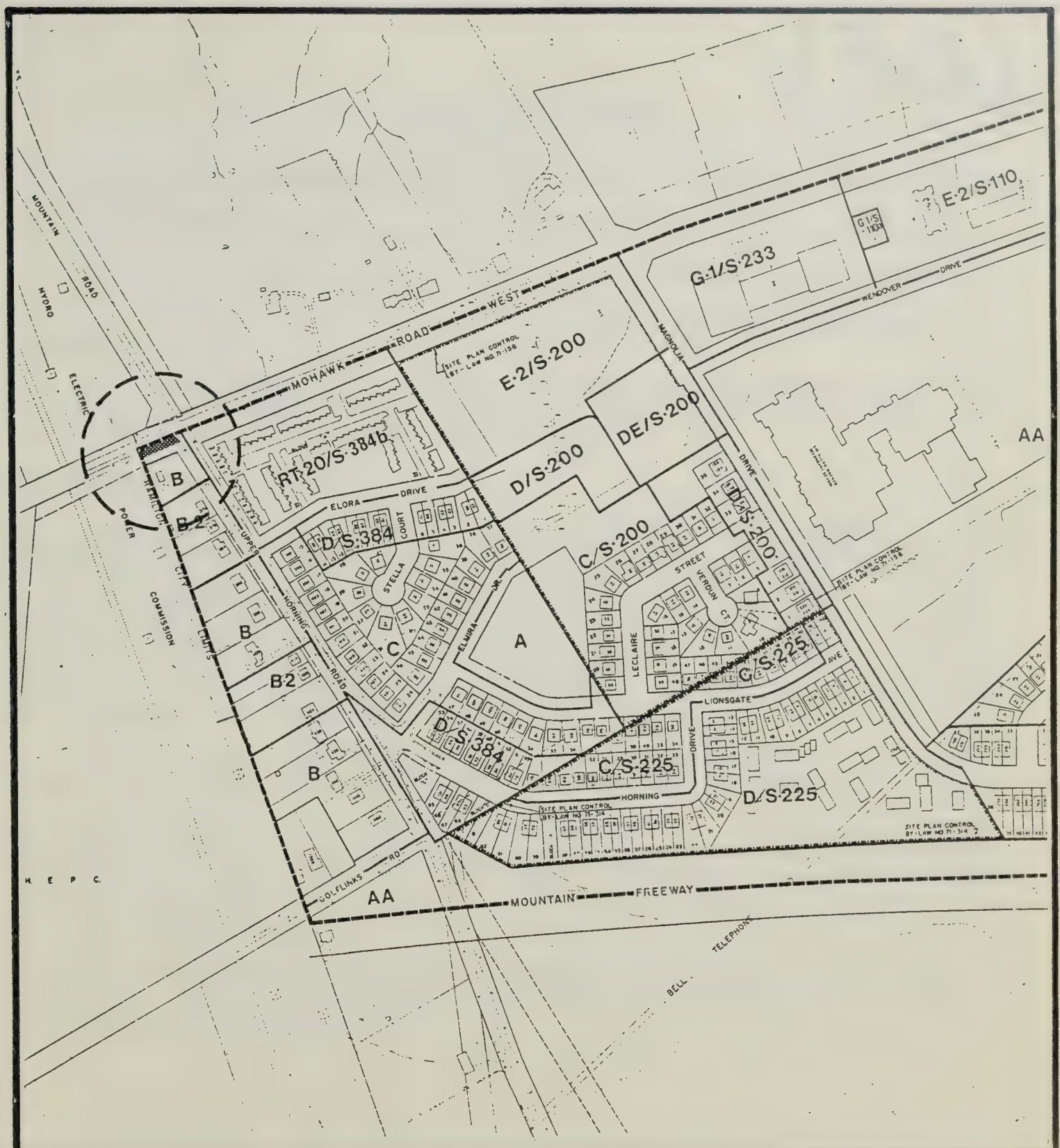
cc: K. A. Rouff, City Solicitor
Att: Miss D. Ratford

cc: E. C. Matthews, City Treasurer
Att: B. Hotrum

cc: G. Lawson, Commissioner of Finance
Att: J. Cerio

cc: V. J. Abraham, Director of Local Planning
Att: Ms. C. Floroff

cc: J. Schatz, Secretary, Executive Committee
City Clerk's Department



PROPOSED SIDEWALK

MOHAWK ROAD WEST

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

LEGEND

PROPOSED CONCRETE INDEPENDENT SIDEWALK

SCALE	FILE NO.	NORTH
1:5000	813-75H	

I.D. #0043D (1)

13(b)

FOR ACTION

FROM Department of Engineering DATE November 20, 1987

TO Transport & Environment Committee Refer to File No. 802-43

Attention Of R.P. Meiers

Your File No. 3-11.10.2

SUBJECT

Barton Street East from Kenilworth Avenue to Approximately 755m Westerly, North Side Only. Proposed Construction of an Independent Concrete Sidewalk as a Local Improvement.

RECOMMENDATION

1. That the Transport and Environment Committee recommend to the Executive Committee that the construction of an independent concrete sidewalk on the north side of Barton Street East from Kenilworth Avenue to approximately 755m westerly as a local improvement pursuant to section 12 of The Local Improvement Act be proceeded with. The estimated owner's share is $41,480.96 as well as a City's share of $78,519.04 for a gross cost of $120,000.00 as provided in the 1988 portion of the proposed 1988-1992 Capital Budget as Project Nos. 88000-Owner's Share and 38000-City's Share.

2. That the City Clerk and City Treasurer be directed to give the necessary notice of the Council's intention to undertake this work.

3. That the City Solicitor be directed to make application to the Ontario Municipal Board for approval of the described undertaking pursuant to Section 64 of The Ontario Municipal Board Act if no petition has been filed against the work as set forth in Section 12 of The Local Improvement Act.

4. That the Commissioner of Engineering be authorized and directed to undertake this work on behalf of the City once all the necessary approvals have been received.

Cont'd...

Barton Street East from Kenilworth Avenue to Approximately 755m Westerly, North Side Only. Proposed Construction of an Independent Concrete Sidewalk as a Local Improvement.

5. That the City Treasurer be requested to recommend to the Executive Committee the amount and source of funds to be provided for this Capital Project.

J.R.G. Leach
Commissioner of Engineering

BACKGROUND

The Region is proposing the reconstruction and widening of Barton Street in front of the Centre Mall during 1988 at the location shown on the attached plan. A sidewalk has never been constructed on the north side of Barton Street from the east limit of the Jockey Club Tavern to Kenilworth Avenue. It would be expedient to construct the sidewalk in conjunction with the Region's road works.

FINANCIAL CONSIDERATIONS

The proposed works are to be rated in accordance with the normal practice. Provision has been made for this work in the proposed 1988-92 Capital Budget. The estimated cost per metre is $64.00. The abutting owners will be charged this rate or the actual cost, whichever is less.

RPM/ma
Attach.

cc: K.A. Rouff, City Solicitor
Att: Miss D. Ratford

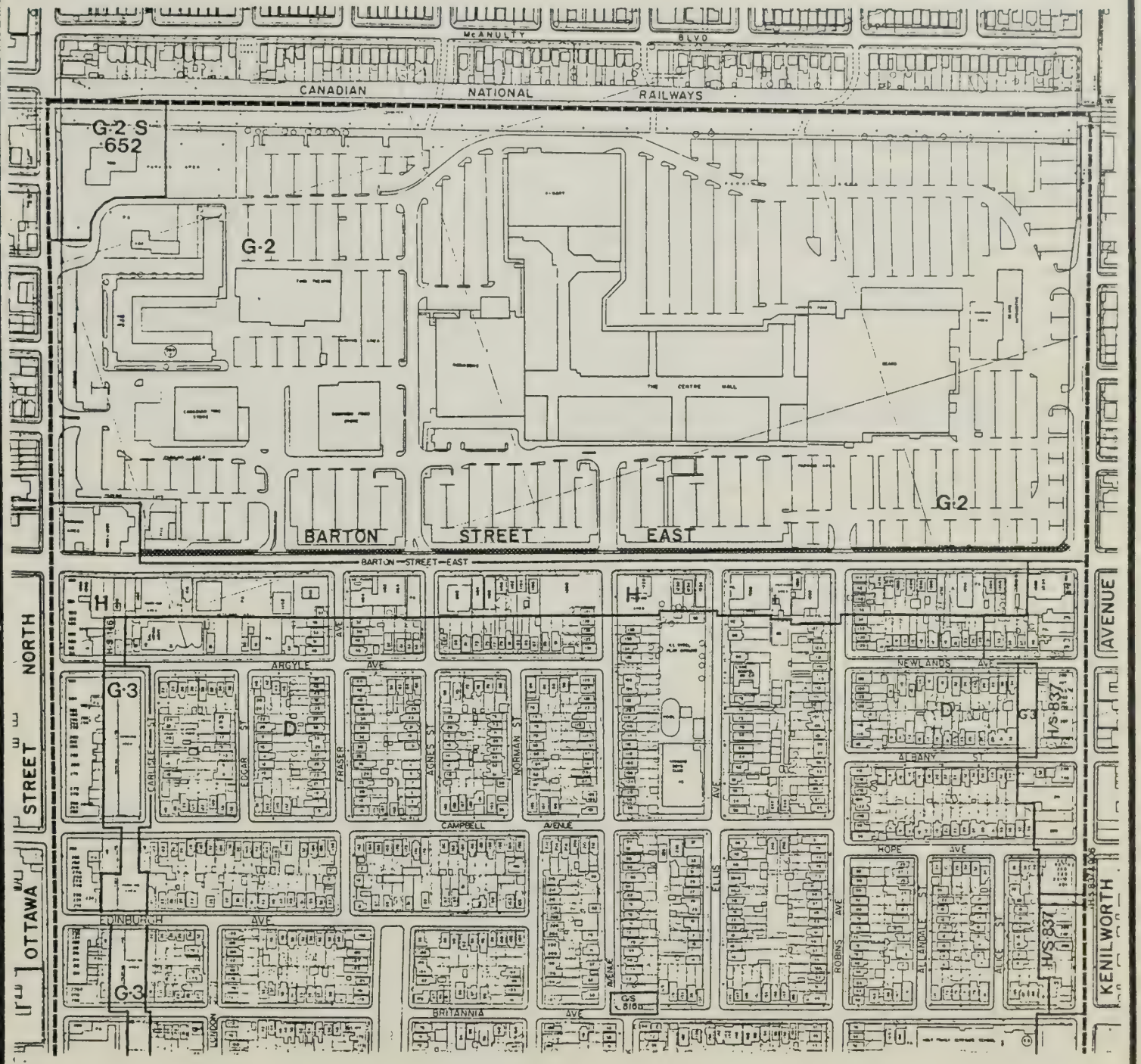
cc: E.C. Matthews, City Treasurer
Att: B. Hotrum

cc: G. Lawson, Commissioner of Finance
Att: J. Cerio

cc: V.J. Abraham, Director of Local Planning
Att: Ms. C. Floroff

cc: J. Schatz, Secretary, Executive Committee
City Clerk's Department

cc: D.W. Vyce, Director, Property Department
Att: A. Cipriani



PROPOSED SIDEWALK

BARTON STREET EAST

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

LEGEND

PROPOSED INDEPENDENT CONCRETE SIDEWALK

SCALE	FILE NO.	NORTH
1:5000	802-43	

I.D. #0043D (1)

14

FOR ACTION

FROM Department of Engineering DATE November 20, 1987

TO Transport & Environment Committee Refer to File No. E560-20

Attention Of R. P. Meiers

Your File No. 3-15.2

SUBJECT

1988 Capital Budget - Street Lighting

RECOMMENDATION

1. That the City approve the 1988 Street Lighting Capital Program in the amount of $306,900 as proposed by Hamilton Hydro

2. That Hamilton Hydro be instructed to proceed with the system modifications.

J.R.G. Leach
Commissioner of Engineering

BACKGROUND

The attached Hamilton Hydro proposal for the 1988 Street Lighting Program has been reviewed by staff of this department. All items contained in the Program meet the criteria for street lighting improvements, as set out in the City of Hamilton's street lighting policy.

Cont'd...

1988 Capital Budget - Street Lighting

Cont'd

Hydro have requested approval at this time so they can complete as much work as possible during the slower construction months early in the year. The following comments are provided concerning the proposed program:

1. Van Wagners Beach Road-$21,900.00

   Hutch's to Centennial Parkway. This area is presently unlit. Since pedestrian and vehicular traffic has been increasing, the lighting should be installed. This was originally approved in the 1987 Budget and has not been completed.

2. Stone Church Road East-Anchor Road to East City Limit-$25,500.00

   This area is presently unlit. It is proposed to install underground street lighting. This is a 1987 carry over.

3. Wendover Drive-$12,000.00

   Hydro are removing an old wooden pole line in the vicinity of Sir Allan MacNab School and replacing it with underground plant. This is a 1987 carry over.

4. Allowance for Spot Improvements-$20,000.00

   Requests for additional luminaires are received by this Department throughout the year. Hydro investigate the site and determine if lighting levels are adequate and if additional luminaires are required.

5. Allowance for Miscellaneous Projects-$50,000.00

   This is an allowance for underground conversions and upgrades done conveniently at the time of other Hydro projects.

Cont'd...

1988 Capital Budget - Street Lighting

6. Plant Relocation for Road Reconstruction Projects-$75,000.00

Relocation costs of street lights made necessary by intersection improvements or road widenings. The following projects have been identified:

i) Stone Church Road - east of Upper Sherman Avenue to Upper Ottawa Street

ii) Barton Street and Kenora Avenue

iii) Barton Street and Kenilworth Avenue

7. Stone Church Road - Upper Sherman Avenue to Upper Wentworth Street-$11,500.00

An upgrade in the lighting is necessary because of the increased development in this area.

8. Upper Sherman Avenue - Limeridge Road to Stone Church Road-$10,500.00

Upgrade the lighting due to increased development. This is a project that began in 1987.

9. John Street South - Main Street to Young Street-$22,500.00

Upgrade the lighting and replace deteriorated concrete poles.

10. James Street - Hunter Street to Main Street $21,000.00

Upgrade the lighting and replace deteriorated concrete poles.

11. Stone Church Road - Upper James Street to Garth Street-$22,000.00

The pole line is to be rebuilt and lighting will be upgraded due to the increase in pedestrian and vehicular traffic.

Cont'd...

1988 Capital Budget - Street Lighting

Cont'd

12. Webster Road-$3,000.00

As a result of annexation, this road will be in the City of Hamilton (west side of Centennial Parkway from CP Rail line northerly) and the lighting requires upgrading to the City standard.

13. London Street - Lawrence Road to Cannon Street-$12,000.00

Hydro will be rebuilding the pole line and improving the lighting which is presently affected by the presence of trees in the area.

FINANCIAL CONSIDERATIONS

Items approved as part of the 1988 Capital Program will be debentured for a twenty year term with payback beginning in 1989 as part of the finance and maintenance portion of the 1987 Current Budget - Electrical Services.

The total amount for 1988 is $306,900 which represents a reduction of 30% from the 1987 approved amount of $438,311.

RPM/ma
Attach.

cc: E.C. Matthews, City Treasurer
Att: M.B. Chandrashekar

15(a)

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering DATE November 17, 1987

TO Transport & Environment Committee Refer to File No. T103-50(516)

Attention Of C. Harason

Your File No. 3-11.6

SUBJECT

Encroachment Agreement
Proposed Canadian Liquid Air Nitrogen Pipeline,
On Birmingham and Ottawa Streets.

RECOMMENDATION

That the application of Tec-Est Consultants Inc. on behalf of Canada Liquid Air Ltd. to install a 16" dia. pipeline for the transmission of waste nitrogen, on the road allowance of Birmingham Street from the Ontario Hydro right of way to Burlington St. and across Ottawa St., north of Industrial Drive, be approved, during the pleasure of City Council, provided:

1. That the owner(s) enter into an agreement satisfactory to the City Solicitor and the Commissioner of Engineering to indemnify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

2. That a first year fee of $309.32 and subsequent annual fee of $118.32 be set for this privilege.

3. That the owner(s) provide proof of $2,000,000 public liability insurance, naming the City as an added insured party.

4. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

J.R.G. Leach
Commissioner of Engineering

Cont'd...

Encroachment Agreement
Proposed Canadian Liquid Air Nitrogen Pipeline
On Birmingham and Ottawa Streets.

BACKGROUND

Canadian Liquid Air are proposing to install a 16" pipeline below ground, with a maximum operating pressure of 75 P.S.I. to deliver waste nitrogen to the Dofasco plant, north of Industrial Drive east of Ottawa Street.

The pipeline will be approximately 4016 feet in length on public road allowances.

The applicant has contacted the various public utility companies notifying them of their proposal, and no objections were received.

We have circulated notice of this proposal to the affected municipal utilities and departments and have received no objections.

There are similar private company underground utilities in place, such as oxygen pipelines, oil and gas transmission lines in the City of Hamilton.

The applicant has submitted his proposed construction drawings to our department. Our staff have reviewed the drawings and the proposed location and route of the pipeline meet with our approval. The applicant has been advised that the construction shall be performed and carried out to our satisfaction. We have no objection to this request.

A similar request has been submitted to Regional Council for those parts of the pipeline being on Regional Roads.

LOCATION OF ENCROACHMENT

The pipeline will start at the Canadian Liquid Air plant on Birmingham Street, cross over both the C.N.R. right of way and Ontario Hydro right of way, then north on the west side of Birmingham Street to Burlington Street, cross Burlington Street to the shoulder of Industrial Drive, along Industrial Drive as far as Ottawa Street where it will continue along onto Dofasco Inc. property.

Encroachment Agreement
Proposed Canadian Liquid Air Nitrogen Pipeline,
On Birmingham and Ottawa Streets.

FEE

The Citys Real Estate Division, have suggested that based upon the City's fee schedule (10% of 50% of market value) the annual fee be $\$1.36m^2$ X 87m = $118,32.

EXISTING POLICY

The proposed roadway encumbrance may be permitted subject to the specific requirements contained in the Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

CH/ma

cc: L. Farr, City Solicitor's Dept.

TEC-EST
CONSULTANTS INC.

8400 Côte de Liesse
Suite 216
Ville St-Laurent, Montréal
H4T 1G7
Québec, Canada

Tél.: (514) 737-3791
Télex: 05-824062

FILE NO. T103-50 (516)
LETTER NO. 21-1040
DEPT OF ENGINEERING
SEP 18 198
E P
ENV. SER. RE
ENG. SER.
TRANS. SER. AN
REG. SURV. FIL
LAB
ENG.

Montreal, September 16, 1986

REGIONAL MUNICIPALITY OF
HAMILTON-WENTWORT
City Hall
71 Main Street West
5th Floor
Hamilton, Ontario
L8N 3T4

Attention: Mr. Geoff Aston, P. Eng.

Dear Mr. Aston:

Subject: Canadian Liquid Air Nitrogen Pipeline

As discussed with yourself, we would like to confirm your general requirements and concerns regarding the new C.L.A. pipeline and its proposed location.

C.L.A. is planning the construction of a 16" pipeline with a maximum operating pressure of 75 P.S.I., to deliver waste nitrogen to the Dofasco plant, north of Industrial Drive.

Our proposed route, shown on the enclosed map, has an approximate length of 1900 m. You will note that this proposed route is mainly located on the limit of Stelco and Dofasco properties, and is therefore largely dependent on Stelco agreement. After meeting with their technical representatives we are optimistic that Stelco will accept our proposal. However, in the event of a refusal from Stelco our next option will be the alternate route within municipal road way limits also shown on the enclosed map.

As discussed with you, Wednesday, September 10, 1986, and considering these two (2) options, we would appreciate receiving your comments and requirements concerning the eventual construction of this pipeline.

Please note that we are now concentrating our efforts on route location, taking into account all information received from your services, and from other utilities (Bell Canada, Union Gas, Hydro Ontario, Hamilton Hydro). We foresee a minimum one (1) foot clearance at all crossing points of the C.L.A. pipeline with other existing services.

Following an agreement in principle of the C.L.A. pipeline route from the affected landowners, we will proceed with the detailed design and engineering, specific crossing drawings will be submitted to all utility owners and the municipality for approval.

Your prompt attention to this request will be greatly appreciated and we would like to take this opportunity to thank you for your excellent cooperation.

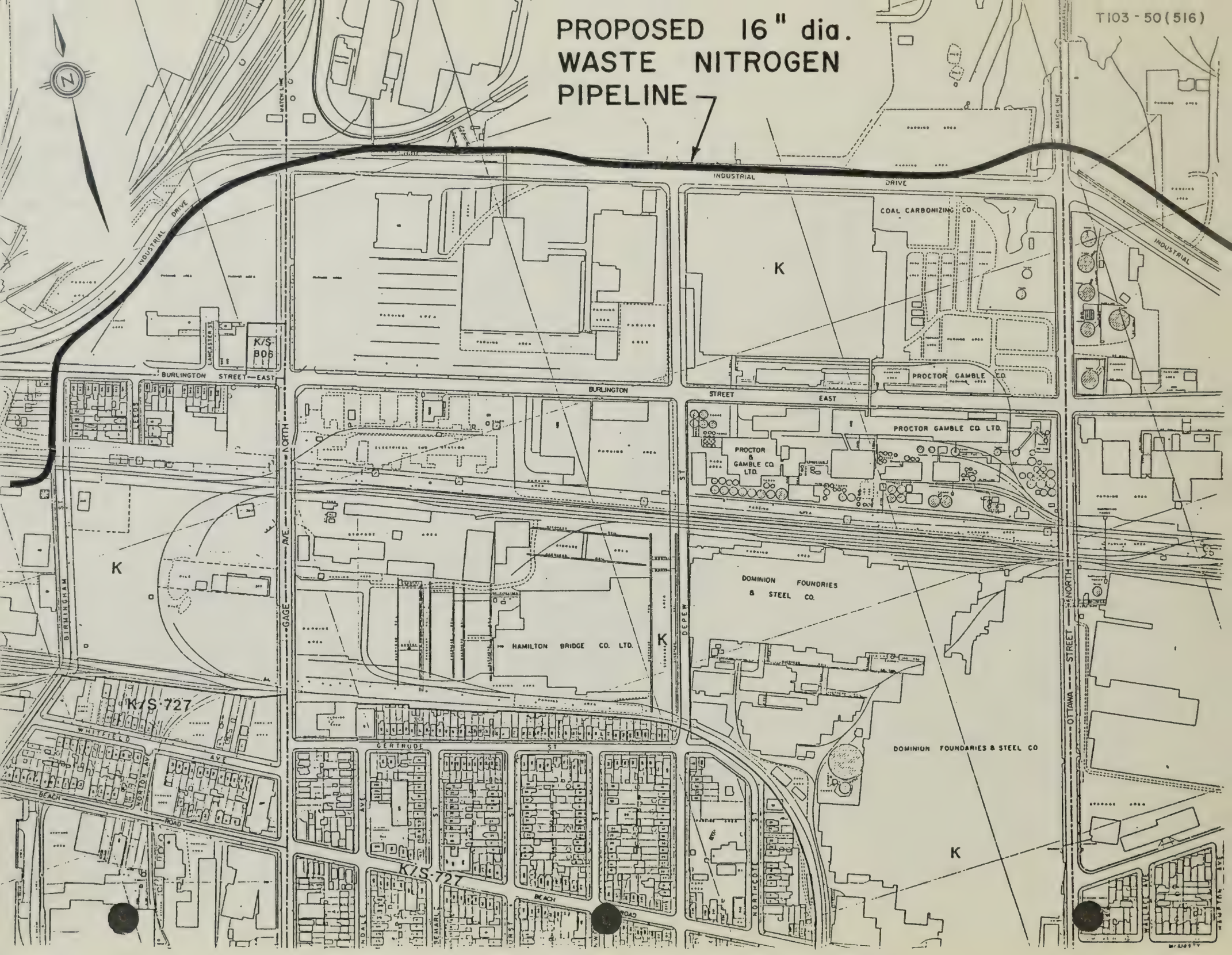
Yours truly,

Jean Phaneuf

Jean Phaneuf

T103-50(516)

PROPOSED 16" dia.
WASTE NITROGEN
PIPELINE



15(b)

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering

DATE November 18, 1987

TO Transport & Environment Committee

Refer to File No. T103-50(612)

Attention Of C. Harason

Your File No. 3-11.6

SUBJECT

Encroachment Agreement
755 Concession Street abutting Upper Sherman Ave.

RECOMMENDATION

That the application of Mr. D.N. Reid, General Manager, on behalf of the present owner(s) of 755 Concession Street, Hamilton Municipal Employees Credit Union Limited, to erect and maintain an aluminum and glass kiosk enclosure 0.95m by 1.47m, on the road allowance of Upper Sherman Avenue during the pleasure of Council, provided that:

1. That the owner(s) enter into an agreement satisfactory to the City Solicitor to indeminify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and loss.

2. That a first year fee of $130.00, and subsequent annual fee of $25.00 be set for this privilege.

3. That the Mayor, City Clerk and City Treasurer be authorized to sign and execute all necessary documents to implement this agreement.

J.R.G. Leach
Commissioner of Engineering

Cont'd...

755 Concession Street abutting
Upper Sherman Ave

Cont'd

BACKGROUND

The proposed roadway encumbrance may be permitted subject to the normal requirements contained in the Standard Encroachment Agreement.

The City's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, then the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed this application and find no objection. The City has allowed this type of encroachment in the past.

CH/ma

cc: L. Farr, City Solicitor's Dept.

HAMILTON MUNICIPAL EMPLOYEES' CREDIT UNION LIMITED

50 JACKSON ST. WEST, P.O. BOX 2040
HAMILTON, ONTARIO L8N 3T4
(416) 526-7244

755 CONCESSION STREET
HAMILTON, ONTARIO L8V 1C4
(416) 575-8888

FILE NO. T125-50 (612)
LETTER NO. .....
DEPT. OF ENGINEERING
NOV. 2 1987

ROUTE		RECVD
ENV. SER.		READ BY
ENG. SER.		
TRANS. SER.		ANS. BY
REG. SURV.		FILED BY
LAB		
GEL		

November 2, 1987

Mr. Charles Harason, C.E.T.,
Regional Engineering Department,
Regional Municipality of Hamilton-Wentworth,
71 Main St. W., 5th Floor,
Hamilton, Ontario.

Dear Mr. Harason:

I would like approval to erect a weather shelter on the northwest side of the building known as ~~755 Concession Street~~, Hamilton, Ontario.

This shelter would protrude 3 feet, 6 inches from the building and would be 3 feet, 6 inches from the sidewalk. The shelter would be removable, if required, with minimal disruption of the surrounding landscape.

We would like to erect this shelter to provide coverage for our Automated Teller Machine from adverse weather conditions. This shelter would also provide protection to our members while using one of the services of the Credit Union.

If any additional information is required, and not attached, please contact the writer.

Yours very truly,

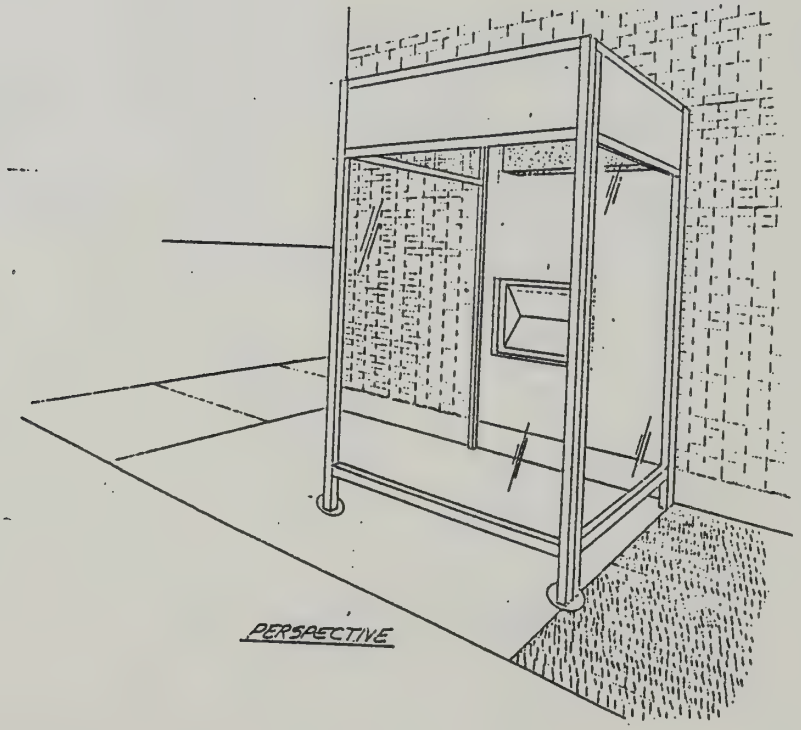
HAMILTON MUNICIPAL EMPLOYEES'
CREDIT UNION LIMITED

David N. Reid
General Manager

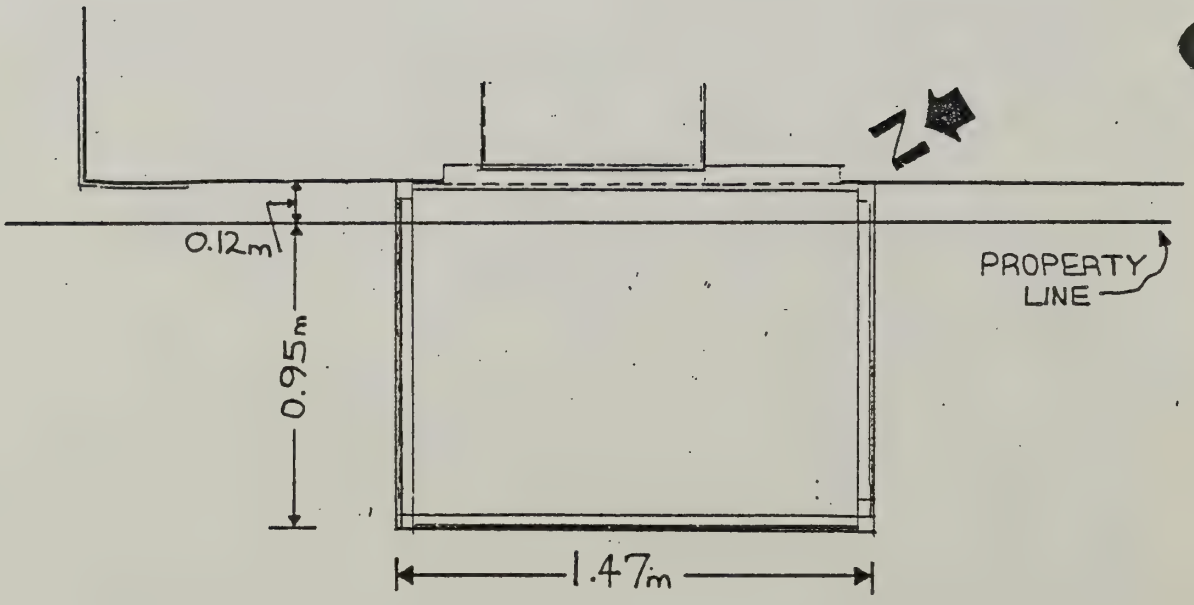
DNR:jj

SCHEDULE "B"

SKETCH OF "WORKS"



PERSPECTIVE



UPPER SHERMAN AVENUE

*NOTE: THIS IS NOT A PLAN OF SURVEY

16

I.D. #0043D (73)

F O R A C T I O N

FROM Department of Engineering DATE November 20, 1987

TO Transport & Environment Committee Refer to File No. T103-03(217)

Attention Of C. Harason

Your File No. 3-11.9.2

SUBJECT

Proposed Road Allowance Closure - Ferguson Avenue, Unopened Road Allowance from the CNR Right of Way to 24.4m± Southerly.

RECOMMENDATIONS

(1) That the City Solicitor be directed to prepare a By-Law to the stop-up, close and retain the "unopened road allowance of Ferguson Avenue from the C.N.R. right of way to 24.4m southerly being Part 1, on Plan No. 62R-9175".

(2) That the City Clerk be directed to publish a notice pursuant to Section 301 of the Municipal Act R.S.O. 1980, of City Council's intention to pass the By-Law.

(3) The applicant provide a full width of road allowance easement to the Region to provide access to their existing underground utilities.

(4) The City Solicitor be authorized to prepare the easement agreement on the said street to the Region.

(5) The Regional Surveyor be authorized to prepare and deposit the necessary reference plan.

(6) That the Commissioner of Engineering be authorized to make application to the Regional Municipality of Hamilton-Wentworth, for approval for the proposed closing, pursuant to Section 48 of the Regional Act.

R. G. Leach
Commissioner of Engineering

Cont'd ....

Proposed Road Allowance Closure - Ferguson Avenue, Unopened Road Allowance from the CNR Right of Way to 24.4m+ Southerly.

Cont'd ....

ORIGIN

We have received a request from the Director of Public Works requesting that the City consider the stopping-up, closing and retention of the above noted parcel of City road allowance, to permit the construction of a proposed salt dome storage facility for his department.

ANALYSIS

The notice of closure has been circularized to the affected municipal departments and utility companies. The Region has existing plants within the closure area, and therefore, easements will be required.

No other objections or adverse comments were received from any departments or utility companies. This Department has no objection to this closure request.

CH:mm

c.c. S. Light, Office of the City Solicitor
c.c. J. G. Pavelka, Director, Department of Public Works

87-1030

THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Department of Transportation
(ROADS) 71 Main Street West, Hamilton, Ont. L8N 3T4 (416) 526-4277
(TRANSIT) 18 Wentworth St. N., Hamilton, Ont. L8L 5V1 (416) 527-4441

ID #0010D

ROAD ALLOWANCE CLOSURE APPLICATION FORM

FILE NO. T03-03/217
ENGINEERING
OCT 19 1987
RECVD
READ BY
ANS. BY
FILED BY

Applicants Name: City of Hamilton

Address: c/o Public Works Office, City Hall

Telephone No.: 526-3920

Date of Application: 1987 October 15

Agents Name: Mr. J.G. Pavelka

Address: Public Works Office, City Hall, Hamilton

Telephone No.: 526-4623

Name of Proposed Road Allowance Closure: Ferguson Avenue North

From: South Limit of CNR main line

To: Eighty feet southerly

Please indicate in the space below your comments or reasons why you are applying for this closure.

To construct a standard salt dome adjacent to our District Yard at 302 Ferguson Avenue North.

Please charge Account No. 0408-V72889 for the $208.00.

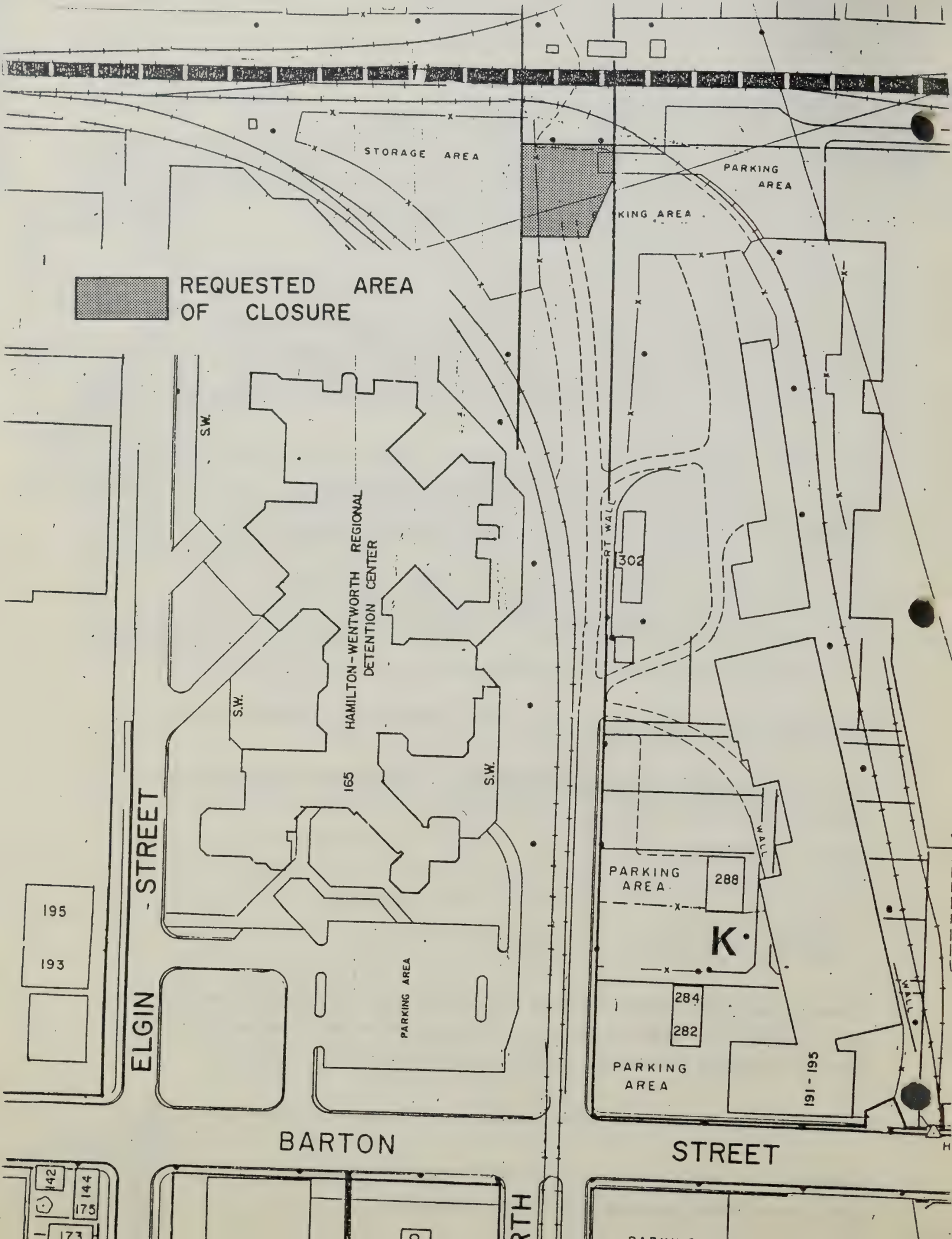
Please enclose your cheque for $208.00, payable to the Regional Treasurer with this application. In the event that your application for closure is withdrawn prior to Committee submission, $100 will be returned to the applicant.

No refund is provided after submission of application to the Committee.

Please contact Mr. C. Harason at 526-4279 regarding this application.

Note - Survey being prepared by Regional Engineering.

Chq $208.00 R-14058

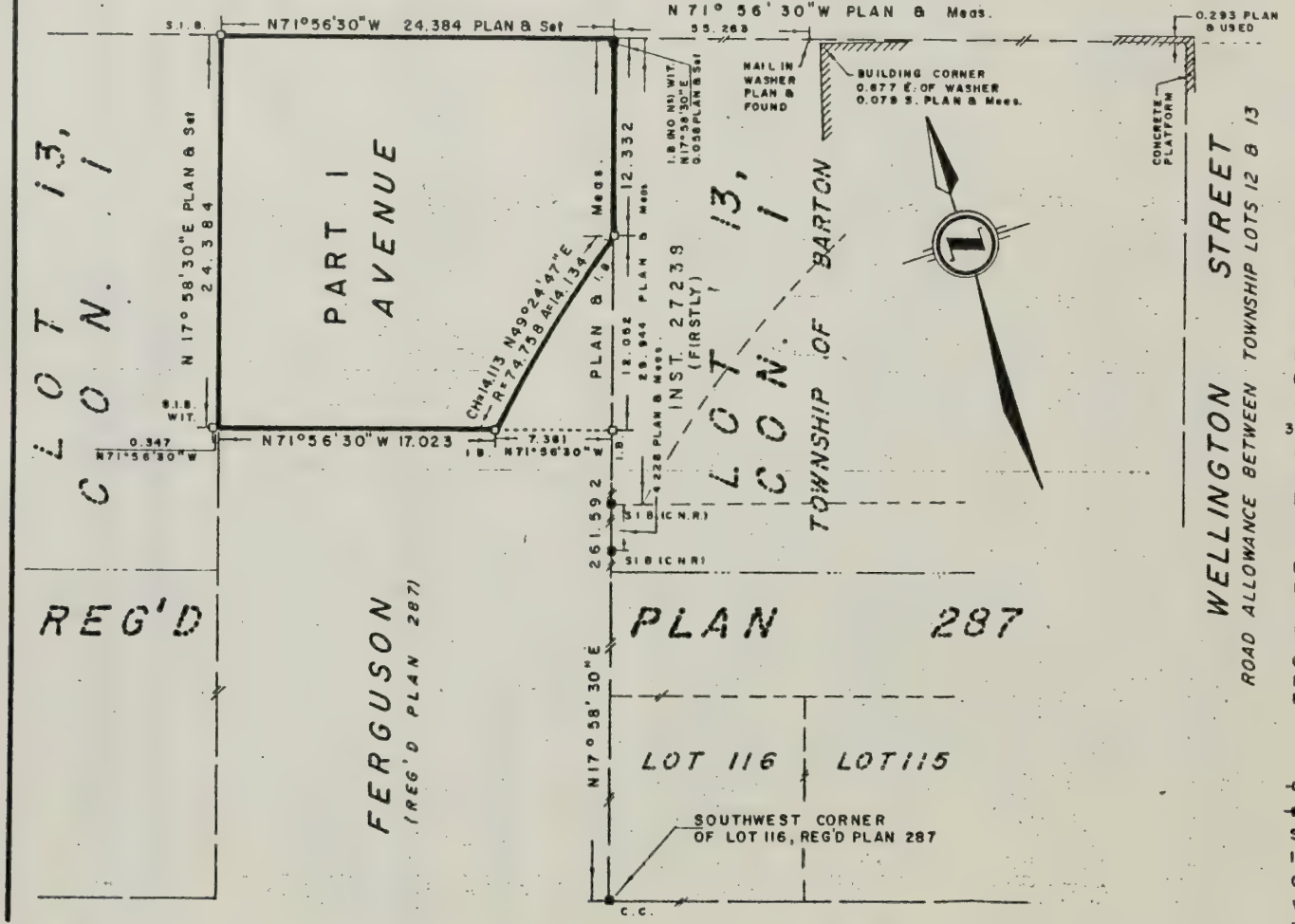

REQUESTED AREA OF CLOSURE
STORAGE AREA
PARKING AREA
KING AREA
HAMILTON-WENTWORTH REGIONAL DETENTION CENTER
S.W.
S.W.
S.W.
165
302
RT WALL
WALL
WALL
PARKING AREA
288
K
284
282
PARKING AREA
191 - 195
PARKING AREA
ELGIN STREET
195
193
BARTON STREET
142
144
175
173

SCHEDULE			
PART	INSTRUMENT Nº	LOCATION	AREA
1	FERGUSON AVENUE	REG'D PLAN 287	547.1 m²

PLAN 62R-9175
RECEIVED AND DEPOSITED
DATE 1987 11 12
dep S.M. Stewart
LAND REGISTRAR FOR THE REGISTRY DIVISION OF WENTWORTH (*62)

I REQUIRE THIS PLAN TO BE DEPOSITED UNDER THE REGISTRY ACT
DATE Nov 9, 1987
M. A. Chidley
M. A. CHIDLEY
REGIONAL SURVEYOR

CANADIAN NATIONAL RAILWAYS
INST. M 523 (REG'D JAN. 21, 1853)



METRIC

DISTANCES SHOWN ON THIS PLAN ARE IN METRES AND CAN BE CONVERTED TO FEET BY DIVIDING BY 0.3048.

PLAN OF SURVEY
OF
PART OF FERGUSON AVENUE
REGISTERED PLAN Nº 287
IN THE
CITY OF HAMILTON
REGIONAL MUNICIPALITY
OF HAMILTON - WENTWORTH

SCALE = 1 : 300
3m 0 3 5 10 15m

M. A. CHIDLEY, O.L.S.
1987.

BEARINGS HEREON ARE ASTRONOMIC AND ARE REFERRED TO THE ONTARIO CO-ORDINATE SYSTEM ZONE 10, CENTRAL MERIDIAN 79° 30' WEST LONGITUDE AND DERIVED FROM MONUMENTS

00164331 4	077680208
N 4791187.486	N 4791535.283
E 275803.625	E 275810.034

LEGEND

⊕	DENOTES	MONUMENT PLANTED
✦	"	MONUMENT FOUND
S.I.B.	"	STANDARD IRON BAR
I.B.	"	IRON BAR
C.C.	"	CUT CROSS
WIT.	"	WITNESS

REFERRED BACK BY CITY COUNCIL

17

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering

DATE November 18, 1987

TO Transport & Environment Committee

Refer to File No. T103-07

Attention Of R.P. Meiers

Your File No. 3-11.2

SUBJECT

Proposed Policy Regarding the Installation of Pedestals in Established Areas for Bell Canada and Cable TV Companies on the Road Allowance.

RECOMMENDATION

That the following policy respecting installation of pedestals in established areas for Bell Canada and Cable TV Companies be approved:

1. That Bell Canada and Cable TV Companies (utility companies) be permitted to install pedestals on the road allowance upon written permission being obtained from the Commissioner of Engineering for each location and subject to the following conditions:

   (a) That after permission has been granted by the Commissioner of Engineering, and prior to the installation, the utility company notify the abutting owner in writing where pedestals are proposed. In the event the abutting owner has concerns which cannot be addressed by the utility company, then the Commissioner of Engineering shall assist in the discussions to alleviate the concerns.

   (b) That the utility companies be required to install, at their cost, suitable landscaping features (bush, shrub) if requested by the abutting owner, to camouflage the pedestal.

2. That in all cases, proposed pedestal locations shall be chosen upon consideration of the least visual impact on the abutting property.

J.R.G. Leach
Commissioner of Engineering

Proposed Policy Regarding the Installation of
Pedestals in Established Areas for Bell Canada and Cable TV
Companies on the Road Allowance

ORIGIN

Alderman Wheeler has requested that your Committee review the current practice of utility companies for installation of pedestals on the road allowance, particularly in residential areas. On November 2, 1987 your Committee forwarded this Department's recommendations to City Council. On November 10, 1987 Council referred back your report dealing with this matter.

BACKGROUND

This report has been prepared upon consultation with representatives from this department, Bell Canada and the various Cable TV companies.

Throughout the City, there are locations where utility companies have their plant installed in rear yards. Although the rear yard installations were generally preferable from an aesthetic viewpoint, the utility companies are now experiencing problems with accessibility due to fenced yards and landscaping features, dogs and general complaints from residents regarding maintenance work required to their plant in rear yards on a 24 hour basis. The utility companies are finding it difficult to obtain easements in rear yards and to retain these easements.

The proposed above-ground pedestal generally consists of a small metal box approximately 0.5m (18") high and up to 0.30m (12") square. These installations are made when the utility companies renew or relocate existing plant and place the service underground. The pedestals are generally installed at every fourth home. In new subdivisions, the installation is usually completed prior to homes being built and prospective owners are aware of the pedestal locations before they purchase their lots.

The pedestals, where possible, may be installed directly behind concrete streetlight poles to minimize the visual impact of the pedestal.

In established areas, the utility companies are required to notify in writing the affected property owner after the municipal consent is received and prior to the installations. If the resident raises concerns which cannot be handled by the utility company, the Region's Utilities Co-ordinator will intervene and assist the parties in resolving the dispute. The utility companies have agreed to install shrubs or bushes, if requested, to make the pedestals as inconspicuous as possible. This procedure is presently being used throughout the City and there have only been a few instances where the Utilities Co-ordinator was required to assist the utility companies. Indeed all problems have been fully resolved and there are no situations where an impasse has resulted from this procedure being used.

Proposed Policy Regarding the Installation of
Pedestals in Established Areas for Bell Canada and Cable TV
Companies on the Road Allowance

Cont'd

In discussions with the Cable TV Companies, they advised that they are not aware of any other municipality in Ontario prohibiting front yard pedestal installations.

CONCLUSIONS

Therefore, we recommend the present procedure for approving pedestal locations be continued.

RPM/ma

cc: D. Onishi, Engineering

18(a)

I.D. #0043D (1)

FOR ACTION

FROM Department of Engineering

DATE November 6, 1987

TO Transport and Environment Committee

Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application
October 17, 1988 to October 24, 1988

ORIGIN

We have received the attached application from "Woman's World '88" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "Woman's World '88" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from October 17, 1988 to October 24, 1988, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following message:

"Woman's World '88 Friday, Saturday, Sunday Oct. 21,22,23"

J.R.G. Leach
Commissioner of Engineering

CH/ma
Attach.

cc: H. Reinhold, Department of Public Works

I.D. #0043D (48)

18(b)

FOR ACTION

FROM Department of Engineering DATE November 9, 1987

TO Transport & Environment Committee Refer to File No. T103-37

Attention Of C. Harason

Your File No. 3-11.7

SUBJECT

Banner Display Application
December 21, 1987 to December 28, 1987

ORIGIN

We have received the attached application from "HAMILTON PLACE" requesting permission to display a promotional banner across Main Street, in front of City Hall.

RECOMMENDATION

That the "HAMILTON PLACE" organization be permitted to display a promotional banner across Main Street West, in front of City Hall, from December 21, 1987 to December 28, 1987, subject to the policy guidelines and conditions approved by Council on October 29, 1985 and September 30, 1986, with the following message:

"HAMILTON PLACE - SNOW WHITE - JANUARY 7,8, 9"

J. R. G. Leach
Commissioner of Engineering

CH:mm
Attach.

c.c. H. Reinhold, Department of Public Works

I.D. #0043D (54)

19

FOR ACTION

FROM Department of Engineering DATE November 17, 1987

TO Transport & Environment Committee Refer to File No. T103-23(9)

Attention Of C. Harason

Your File No. 3-11.2

SUBJECT

Christmas Lights on Local Roads

RECOMMENDATION

That the Commissioner of Engineering be authorized to issue permits annually for the erection of Christmas lights and decorations on Local Roads provided:

a) That the Associations indenmify and save the City harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses and losses, and

b) That the Associations provide proof of liability insurance in writing to the Commissioner of Engineering in the amount of $1,000,000 naming the City as an added insured party with a provision for cross liability, and

c) That the Associations hire their own contractor(s) to erect and remove the said lights and decorations.

J. R. G. Leach
Commissioner of Engineering

BACKGROUND

Annually this Department receives requests from a number of Business Associations for permission to erect Christmas lights and decorations on Local Roads.

PRESENT POLICY

It is the policy of the City to permit the erection of Christmas lights and decorations on Local Roads provided the applicants meet specified conditions.

CH:sw

I.D. #0043D (53)

20

FOR ACTION

FROM Department of Engineering

DATE November 17, 1987

TO Transport & Environment Committee

Refer to File No. T103-64

Attention Of C. Harason

Your File No. 3-11.2

SUBJECT

Street Occupation Permit - Local Roads

RECOMMENDATION

That the Commissioner of Engineering be authorized to issue "Street Occupation Permits" annually to sign and glass company applicants requesting permission to acquire a Local Roads Street Occupation Permit. The applicant's vehicles will be permitted to occupy the roadway and boulevard portions of the road allowance excluding sidewalks, bus stop areas and areas adjacent to fire hydrants, for erection, cleaning and maintenance purposes only, provided that:

a) The applicant(s) comply with all the requirements of Street By-Law No. 9329.

b) The applicant(s) agree not to occupy any part of the roadway during peak traffic periods in contravention of signed No Stopping Zones, either permanent or time-regulated restrictions.

c) The applicant(s) obtain approval from the Commissioner of Engineering for any work required to be carried out in bus stop areas, prior to commencing his work.

d) If the applicant(s) are unable to perform their operations without parking a vehicle on the sidewalk or boulevard, the following conditions are mandatory:

   i) Prior to commencing his works, he must acquire a "Barricading Permit", from the Traffic Department, City of Hamilton.

   ii) Place wood planking, minimum thickness 50 mm (2") over the sidewalk/boulevard for load bearing distribution and protection.

   iii) During his operations maintain a minimum width of 1.5m of unimpeded sidewalk or boulevard.

e) The applicant(s) in writing indemnifies and saves the City of Hamilton harmless from all actions, causes of action, interest, claims, demands, costs, damages, expenses, and loss.

Cont'd...

Street Occupation Permit - Local Roads

f) The applicant(s) provide proof of public liability insurance to the Commissioner of Engineering in the amount of $1,000,000.00 naming the City of Hamilton as an added insured party with a provision for cross liability.

R. G. Leach
Commissioner of Engineering

BACKGROUND

Each year, this Department receives requests from the major sign and glass companies, requesting permission to obtain a "Street Occupation Permit". This permit allows the sign and glass companies to park their service vehicles for installation and maintenance purposes, on the road allowance in restricted areas.

The intent of this report is to combine all applications in one report to your Committee and Council for approval, and that the Commissioner of Engineering will then be authorized to forward "Street Occupation Permits" each year directly to the sign and glass companies.

PRESENT POLICY

It is the policy of the City to grant these permits to the various sign and glass companies upon application, provided that the applicants meet the specified conditions.

CH:sw

cc: B. Malone, Traffic Department
cc: S/Sgt. G. Williams, Regional Police
Traffic Division

21

FOR ACTION

FROM Murray F. Main, P. Eng., Director of Traffic Services

DATE 1987 November 25

TO Transport and Environment Committee

Refer To File No. TEC-248-87

Attention Of H. Solomon

Your File No. 3-9.4

SUBJECT

Traffic Control in the vicinity of the intersection of Main and Victoria.

RECOMMENDATION

That:

- no action be taken on the suggestions of the Parent Council of St. Patrick's School pending a further review of the concerns of that group; and,

- the Committee receive the Parent Council's presentation in order to define the perceived problems and direct the Traffic Department to consider and report back on the concerns stated; and,

- the Hamilton-Wentworth Regional Police Department be requested to provide speed enforcement on Victoria Avenue near Main Street.

Murray F. Main

Murray F. Main, P. Eng.
Director of Traffic Services

BACKGROUND

At the 1986 November 16 meeting of the Transport and Environment Committee, a letter from the President of the Parent Council St. Patrick's School was received. The letter contained a large number of requests applying to over 20 locations. Following discussion, and with additional input from Alderman P. Valeriano, the Traffic Department was directed to address Item 1 of the letter, which requested six changes in traffic control at or near the intersection of Main Street East and Victoria Avenue. These are addressed in the following report.

It should be noted that both Main Street and Victoria Avenue are Regional Roads, and therefore do not fall under the jurisdiction of the Transport and Environment Committee.

1. GENERAL INFORMATION

A. PEDESTRIAN COLLISIONS AT MAIN AND VICTORIA

The letter makes general reference to improving the level of safety for pedestrians and motorists using the intersections in the Corktown and Stinson Neighbourhoods. The implication is that Main and Victoria and other intersections in the area are particularly substandard, and also that the suggested measures would be effective in improving safety.

The intersection of Main and Victoria has a somewhat below average pedestrian collision record. Eleven collisions involving pedestrians have occurred in the past eleven years. However, it is impossible to find a trend in these collisions. Six were the fault of the driver, while in the other five, the pedestrian disobeyed the signals. In six, the driver was travelling straight and in five, the driver was turning. The collisions occurred in all four crosswalks. Thus, there is no regular pattern which would suggest a reasonable remedial measure.

The volumes of traffic using the intersection should also be considered when reviewing the collision history. A very large number of vehicles use the intersection, and it is clear that with a large number of drivers comes a greater chance of driver error resulting in a collision.

B. SCHOOL CROSSING GUARD AT MAIN AND EAST

It is our understanding that one of the main concerns of the Parent Council is the operation of the school crossing guard at Main and East. A collision occurred at the intersection in September of 1986, when a motorist failed to obey the guard's stop sign. The collision may have been due to improper procedure on the part of the guard, although the motorist was charged under the Highway Traffic Act. The School Safety Branch of the Hamilton-Wentworth Regional Police has since reviewed the operation of the crossing with the guard and is entirely satisfied that the guard is operating efficiently and effectively. It is the opinion of both the head of the School Safety Branch and the crossing guard himself that the location is not unusually difficult to control and that suitable gaps exist in traffic.

2. SPECIFIC SUGGESTIONS

The Parent Council has provided a series of suggested traffic measures in regard to Main and Victoria. Following are six requests, along with an analysis of the potential effectiveness and the negative impacts of implementation of each.

A. Prohibition of Right Turn on Red for Northbound Victoria Avenue Traffic.

The prohibition of right turn on red is generally based on a proven collision history involving vehicle-vehicle or vehicle-pedestrian collisions. Such a basis does not exist for prohibiting northbound right turns on red at Main and Victoria. In the past ten years, no collisions were reported to the Hamilton-Wentworth Regional Police Department between an eastbound vehicle and a northbound vehicle turning right on red. In a similar time period, only one

vehicle-pedestrian collision occurred as a result of the vehicle turning right on red. This type of collision is extremely rare (fewer than ten vehicle-pedestrian collisions of this nature occur annually in Hamilton) and is generally not a basis for prohibiting right turns on red.

While it might seem that implementing such a regulation would have a minimal effect on motorists, this is not necessarily true. Previous experience has shown that, despite clearly located signing, drivers fail to observe indications of the turn prohibition regulation and the Hamilton-Wentworth Regional Police are required to enforce a regulation which is regularly violated. The motorists are then doubly upset, first as a result of receiving a ticket with a substantial fine and loss of demerit points, and second, for receiving a ticket for an infraction for which they see no logical rationale.

Therefore, implementation of a northbound right turn on red prohibition is not recommended, as the potential for decreasing pedestrian collisions is negligible.

B. Overhead Flashing Sign and Speed Monitor, or "Radar Enforced Sign", or Pre-Warning of Light Status

It is assumed that these suggestions are in regards to northbound Victoria Avenue traffic approaching the intersection of Main Street. The speed monitor and overhead flashing sign is an imperfect device at best. Speed limit signs are clearly and regularly posted the length of the Claremont Access. A driver who chooses to intentionally exceed the speed limit will no doubt ignore a flashing warning sign as well. Such a device can also not discriminate among road surface conditions or among vehicle types. What may be an entirely satisfactory speed for a passenger automobile on a dry roadway surface may be substantially too fast for an articulated truck on a snowy road. Improper adjustment or improper use of such a device may in fact put the City and Region in liability position should that device fail to operate and a motor vehicle collision occur. Therefore, the installation of this traffic control device is not recommended.

A sign indicating that the speed limits are radar enforced is not a standard sign and is not one which would alter driver behaviour. However, the most successful deterrent to vehicles exceeding the speed limit is regular enforcement. To this end, the Hamilton-Wentworth Regional Police Department was contacted in May of this year in regard to the possibility of providing enforcement at the bottom of the Claremont Access and it is recommended that additional enforcement be requested if the Hamilton-Wentworth Regional Police Department find an abnormal percentage of drivers exceeding the speed limit.

An advance signal for northbound Victoria Avenue traffic is unnecessary. Such a warning signal is utilized where insufficient visibility exists to give the driver time to stop his vehicle. At the posted speed limit of 50 k.p.h., a driver needs a minimum of 50 meters visibility. Downbound Claremont Access traffic has approximately three hundred meters of visibility, substantially in excess of the minimum requirement. The use of unnecessary traffic control devices merely reduces drivers respect for those devices which are really required. Therefore, such an installation cannot be recommended.

C. "Seniors and Children - Caution" Sign

Seniors and children are present at all signalized intersections in Hamilton-Wentworth. Drivers are expected to exercise due caution and are required under the Highway Traffic Act to yield the right-of-way to all pedestrians lawfully within a crosswalk at a signalized intersection. Therefore, such a sign would be redundant in that it would merely reiterate the driver's basic responsibilities.

Within Hamilton, only signs which conform to the Manuals for Uniform Traffic Control Devices are installed. There are no recognized, standard signs of the type described or for the purpose suggested in the manuals, probably for the above reasons. Therefore, such a sign cannot be recommended.

D. Defined Truck Lane

It is presumed that this suggestion pertains to the Claremont Access and Victoria Avenue in the vicinity of Main Street.

Truck lanes are generally reserved for uphill traffic, usually on roadways with speed limits in excess of 50 k.p.h. Safety researchers have demonstrated that the differential in velocity between vehicles sharing a roadway is a key cause in motor vehicle collisions. As heavy vehicles do not have sufficient power to climb long grades at the same speed as automobile traffic, additional lanes are provided for this purpose. On level roadways or in the downhill direction, heavy vehicles can generally travel at a speed comparable to automobile traffic and therefore additional lanes are not required. This item was reviewed by the 1983 study of heavy vehicle use of accesses and was not found to have sufficient value to merit implementation. Restriction of trucks to particular lanes on arterial roadways would be impractical as lane changing is difficult for large trucks and in order to prepare for a turn from one arterial roadway to another, a truck will generally change lanes several blocks in advance. Therefore, the implementation of defined truck lanes for Victoria Avenue traffic is not recommended.

E. No Left Turn on Red Restriction for Eastbound Main Street Traffic at Victoria

The discussion to regard to this suggestion is identical to that in regard to the right turn on red prohibition discussed in section A. For eastbound to northbound left turns, there have been no recorded vehicle-vehicle or vehicle-pedestrian collisions in the past ten years involving a left turn on red vehicle. Therefore, due to the difficulties associated with implementing and enforcing such a regulation, and the negligible potential impact on pedestrian safety, the prohibition of eastbound left turns on red cannot be recommended.

F. Left Turn Arrow

It is assumed that the rationale for a left turn arrow is to separate vehicles from pedestrians. The implementation of such a special pedestrian phase is generally only required, and only possible, when three conditions are met:

a) an extremely large volume of pedestrian traffic is present,

b) vehicular turning volume can be accommodated within the shortened period of time available, and

c) there is an unsatisfactory pedestrian collision history.

The number of pedestrians using the north crosswalk is relatively low. The maximum number is approximately 60 per hour, or one per minute. The pedestrian collision history of the crosswalk is good with only two collisions of a type which might have been subject to reduction by this type of signal operation in the past ten years. At present, separate phase signal operation is in use in only two locations within the City, and both locations have much heavier vehicular and pedestrian volumes. Implementation of separate turn phasing at this location would cause congestion on eastbound Main Street and might result in rear-end collisions. The north curb lane of Main Street would no longer be continuous, resulting in additional lane changes. In order to implement such a feature, pedestrian walk time would be shortened from 37 seconds to 7 seconds which would undoubtedly result in higher pedestrian violation rates and possibly more accidents. This measure is very restrictive and, in view of the pedestrian volumes and collision history, is strongly not recommended.

3. SUMMARY

The intersection of Main and Victoria and the Claremont Access were the subject of intense scrutiny following two recent coroner's inquests in regard to motor vehicle collisions. All possible improvements were considered at that time, and those that were valid were implemented.

While Main and Victoria does not have a perfect collision history, no clear trend in regard to pedestrian collisions is apparent. The collisions are all a result of either driver error or pedestrian failure to obey the signals. As no trend is apparent, no countermeasure is applicable and therefore no change in the present form of operation of the intersection is recommended.

Some of the measures suggested by the Parent Council have merit under the appropriate circumstances. However, when the particular conditions at Main and Victoria are considered, either the measures would be ineffective or the measures would result in clear disbenefit to the public. Therefore, none of the Parent Council's suggestions have been recommended.

The operation of the school crossing guard at Main and East is of concern to the Parent Council. The Regional Police are satisfied with the guard's procedure and feel that sufficient gaps in traffic exist for the guard to be able to safely stop traffic and cross the children.

The Parent Council has not had an opportunity to clearly identify the perceived problems, as versus presenting possible solutions. Therefore, it is recommended that the Committee review the concerns of the Parent Council and allow staff an opportunity to consider the comments and report back.

ACCOPRESS®

25070	YELLOW/JAUNE	BY2507
25071	BLACK/NOIR	BG2507
25072	BLUE/BLEU	BU2507
25073	R. BLUE/BLEU R.	BB2507
25074	GREY/GRIS	BD2507
25075	GREEN/VERT	BP2507
25077	TANGERINE	BA2507
25078	RED/ROUGE	BF2507
25079	X. RED/ROUGE X.	BX2507

MADE IN CANADA BY/FABRIQUÉ AU CANADA PAR
ACCO CANADIAN COMPANY LIMITED
COMPAGNIE CANADIENNE ACCO LIMITÉE
TORONTO CANADA

HAMILTON PUBLIC LIBRARY
3 2022 21334543 8